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ATLANTIC FISHERMAN

Registered U. S. Patent Office

VOL. XV

JANUARY, 1935

NO. 12



Let Winter Rage!

The use of Columbian has definitely put a stop to the speedy destruction of rope by Winter. The constant freezing and thawing raised havoc with lines constructed in the old accepted manner.

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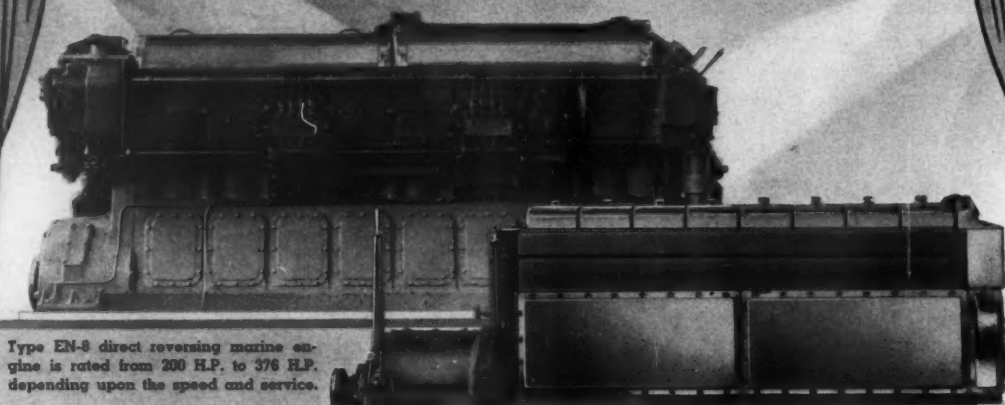
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Type EN-8 direct reversing marine engine is rated from 200 H.P. to 376 H.P. depending upon the speed and service.

Type BN-8 with marine reversing gear is rated 100 to 160 H.P. depending upon the speed and service.

RESearch and experiment on the new N line of Cooper-Bessemer Diesels started more than three years ago. Some of the sizes have now been in service several months. The two smaller sizes as six-cylinder units will be exhibited at the Motor Boat Show in New York, January 18 to January 26. Three new engineering developments are common to the entire line.

- 1st. Steel through bolts connect the cylinder heads to the bases, putting the cylinder block and centerframe in compression.
- 2nd. Cylinder liners are suspended from cylinder heads instead of being pinched between heads and cylinder block.
- 3rd. The patented wrist pin construction practically doubles the effective wrist pin bearing areas.

On all but the smallest size the patented atmospheric relief common rail type injection system gives cleaner combustion and greater maneuverability. Get in touch with the nearest branch office for detailed information.

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I have used Eveready Batteries for some time aboard the "ALVAN T. FULLER" and from my experience they are the best obtainable.

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● Just lash them to your markers—and forget them! They're long-lasting, they're water-proof, and they're TOUGH! Read this letter from Capt. Joseph Leavitt



ATLAS DIESEL



brings the
DONALD
safely into
port!



THE "Donald" of Boston, which is pictured above, is one of the outstanding boats of the Gloucester type of fishing craft, and is powered with a 275 H.P., 4 cylinder, 11½" x 15" Atlas Imperial Marine Diesel Engine. The "Donald" has a length of 100' 6", a width of 22' 5", and a depth of 10' 6", and was built in 1929. It has just completed its fifth year of satisfactory operation.

Captain Bradford Amirault recently was forced to put the "Donald" through a very severe test which proved once more that Atlas Diesels come through successfully, even under the most trying situations. Off Georges Banks, in a heavy storm and thick fog, the "Donald" was in a collision with a beam trawler, and as a result of this accident a large hole was stove in her bow. Temporary repairs were made at sea, but still the water continued to pour in. Four pumps were in operation trying to keep her free, but in spite of everything that the crew could do the water reached the engine room, flooding over the floor and partly covering the engine.

The Coast Guard were standing by waiting to be of assistance if it should become necessary, but Captain Amirault refused a tow. The Atlas Diesel continued to run even though it was partly submerged and the "Donald" came in to port under her own power, thus proving again that the sturdy construction, and absolute reliability of Atlas engines is of vital importance to all boat owners and operators. They mean the safety of life and property on the high seas.

The low maintenance costs and long life of an Atlas Marine Diesel make it the ideal engine to install in your boat, whether it is a fishing boat, work boat or pleasure craft. Boats powered with Atlas Marine Diesels are operating out of nearly every American port and if you want to get first hand information on Atlas Diesel performance ask the men who own and operate these engines. They are available in a complete range of sizes from 35 to 500 H.P. Stop in at our office or write for complete details on an Atlas Diesel suitable for your boat.

ATLAS DIESEL ENGINE CORPORATION

115 BROAD STREET
NEW YORK

ATLAS IMPERIAL

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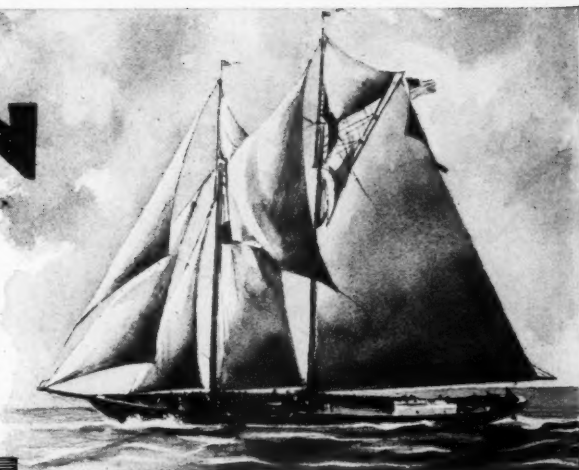
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Two Fish Days a Week

President Roosevelt Considering a Proposition to Sponsor Them

AT a recent conference with Governor Louis J. Brann, of Maine, President Roosevelt expressed keen interest in the fishing problems in Maine and the program of the Maine Coast Fisheries, Inc. He told the Governor that he had under consideration a proposition to sponsor two fish days a week instead of one as an aid in rehabilitating the commercial fisheries.

President Roosevelt just before Christmas dined on fresh fish from Maine waters, part of the relief food distributed among hundreds of needy families in Maine. Six cases of fresh fillets, canned sardines, mackerel and fish chowder were shipped to the President by Governor Brann in appreciation

of the Chief Executive's interest in New England fisheries. The shipment was prepared by the Maine Coast Fisheries, Inc., a cooperative marketing agency operated with relief funds to buy surplus fish and clams along the Maine coast for distribution as relief food.

"Because of his expressed interest," said Governor Brann, "we wanted the President to sample the products of our Maine Coast Fisheries. It may seem a peculiar thing to send food intended for relief distribution to the President of the United States, but we wanted him to know that the quality of these products is on a par with the best that can be produced anywhere."

Fisheries Congress May be Opened by President Roosevelt

IT is the hope of the U. S. Bureau of Fisheries that President Roosevelt will open the proposed Fisheries Congress to be held in Washington during one week next Spring. Deputy Commissioner of Fisheries Charles E. Jackson has called a meeting in his office for the morning of January 16 to discuss the feasibility of a National Fisheries Congress.

Deputy Commissioner Jackson says:

"It is generally recognized by the fisheries industry that one of its principal needs is National Advertising to educate the public not only as to the food value of fisheries products, but also as to the extent and magnitude of the industry in this country. In order to aid in the accomplishment of this the U. S. Bureau of Fisheries has suggested that the industry dramatize its activities and products by holding a National Fisheries Congress in Washington, D. C., during one week next spring. The idea of such a Congress would be to impress upon the Nation the importance of fish in the diet, the importance of the fisheries business in the economic structure of the Nation, and acquaint the U. S. Congress with the magnitude of the industry and its various problems.

"The Fisheries Congress would be composed of representatives from every branch of the industry. It might also be possible to have various groups or associations hold their annual meetings in Washington at the same time and in conjunction with the Congress. For instance, the National Fisheries Association might meet here at that time as well as the National Fisheries Code Authority; various divisional fishery associations; the National Planning Council of Commercial

and Game Fish Commissioners; sportsmen's groups; scientific groups; trout farmers; goldfish producers; those representing groups manufacturing various non-food fishery products as pearl buttons, pearl essence, sponges, and the like; and manufacturers of equipment used by the fisheries industry. Adequate rooms could be provided for holding the meetings of the Congress or separate groups thereof.

"During the week of the Congress the industry could hold an exhibition and food show. Here the industry could display its various fresh, frozen, salted, smoked, and canned products and various by-products. The equipment people could arrange interesting displays. These displays could be held in the Washington Auditorium.

"In addition, every type of fishing craft that can be brought to Washington could be put on display on the Potomac River, open to the public. In fact the vessels might actually demonstrate the method of catching the various kinds of fish.

"Each of the above craft might transport to Washington a load of fish which later could be used at a big fish fry to be held in one of Washington's public parks.

National Fish Week

"During the week of the Congress, the industry could inaugurate a National fish week throughout the country so that the events transpiring in Washington could be tied in directly with promotional work in various cities."

The Bureau has discussed the above plan with various members of the industry. Following are their comments:

From New York: (1) "This project is an interesting one, and I commend it most heartily. It seems to me that it would focus the attention of the entire country on the fishing industry, and would hardly fail to do a considerable amount of good."

(2) "I am heartily in favor of any method which will help the fishing industry, particularly along the lines of increasing consumer demand for fish."

From Massachusetts: (1) "I am very much interested in your proposal to hold a Fish Congress, and I have felt out a good cross-section of the industry relative to this. They all believe it to be excellent."

(2) "I am heartily in favor of anything which will tend to increase among the people of the country the knowledge of fisheries products. It seems to me that Washington is an ideal place to start publicity which cannot help but do the industry a lot of good."

From Florida: (1) "I believe that a great many or perhaps the majority of the industry would spend the money necessary to go to such a meeting when they would not consider contributing a far smaller amount to an advertising campaign."

(2) "I believe your plan is advisable for all the leaders of the fishing industry to hold a National Fish Congress in Washington. I have called a meeting of the Board and have appointed a committee to find ways and means to have representation."

From South Carolina: "Now you are shouting! Sure—it's a great idea. The possibilities are enormous. Frankly, so far as I know—and I have kept in close touch—this is the most important suggestion the Bureau has offered in 10 years."

From Missouri: "Without a doubt a convention of this kind would help."

From Maine: "I fully believe that your proposed plan for a National Fish Congress to be held in Washington is an excellent idea, and if carried out would greatly benefit the fishing industry."

From Illinois: "I am quite enthusiastic about your plan for a National Fish Congress, and I heartily endorse. I suggest that the industry contribute to a fund to defray the preliminary expenses in connection with getting the National Fish Congress under way."

(2) "I would be interested in hearing from you as to the reaction you get from the rest of the industry in connection with your proposal, and if you are satisfied that the industry is receptive and such a Fish Congress will be successful, then some of the leaders in the industry should get together and the preliminary organization be formed and financed."

From California: "I am sure the salmon industry will take advantage of the opportunity of this plan and will arrange to send a salmon vessel with an Alaskan crew to the meeting in Washington."

From Pennsylvania: "The live fish people would be glad of an opportunity to enter an exhibit to get the benefit of such a National publicity event."

It is apparent that this huge undertaking will need the cooperation of the entire industry to make it successful. The members of the industry in all parts of the country will need to do their part. However, Mr. Jackson feels that all efforts will be well expended. He says: "You can readily visualize

the publicity such an event, the largest ever staged by the fisheries industry, will bring about. In Washington, our Board of Trade has already pledged to do its utmost to publicize the event nationally and cooperate in every way, while the U. S. Bureau of Fisheries will do everything possible in the way of organization, planning, development, and the like to aid the industry to successfully carry out the plan."

Meat Substitutes

Fred W. Jackson, Director, Division of Consumer Information, Department of Agriculture, Trenton, N. J., says:

"With the predicted future scarcity of meat products, due to the drought, and the consequent increase in prices of such food, fish, oysters and other sea foods are expected to be welcome additions to the diet of many families. Housewives, harassed by constantly rising prices, are looking to seafood as an important meat substitute."

"From time immemorial man has turned to the sea for subsistence. Fish is today a staple food in most of the countries of northern Europe and has become of increasing importance in the United States. During the recent months of disturbed economic conditions, many families have found in fish and other sea foods a very welcome and economical diet even when meats were not at high-price levels."

Tuesday Also "Fish Day"

"Recognizing the food value and the economy afforded by seafoods, the Department of Markets of New York City has sponsored a movement to establish Tuesday as a "fish day" as well as Friday. Judging from these developments it would appear that sea food will become of increasing importance."

Invitation to Washington Meeting

A growing interest has been manifested in the proposal for a National Fisheries Congress, and Deputy Commissioner of Fisheries Jackson extends a personal invitation to all those who are interested, to be represented at the meeting in his office in Washington on the morning of January 16.

Oyster Advertising Campaign

FIFTY-five firms have signified their willingness to contribute to a National advertising campaign to increase the consumption of oysters. But this is not a sufficient number to undertake the work of rehabilitating the oyster industry through the power of advertising.

Some firms have indicated their willingness to cooperate, provided 80% of the concerns in the business agree to contribute their proportionate share to the expense of the campaign.

It now appears that this undertaking will have to be postponed until after the next annual convention, at which time another effort will be made to convince oyster packers that advertising, by increasing the consumption of oysters, will obviate the necessity of cutting prices in order to sell their product.

The necessary assessment is small as compared with the cost of cut prices, and is a small contribution to the cause of keeping oysters from becoming a forgotten food to some and an unknown food to others. All that is required to greatly increase the demand for oysters is to advertise their many virtues as a food.



Provincetown fishing boats in Hyannis Harbor.

Massachusetts Agricultural Department Plans Series of Fish Schools

PLANs for a series of "fish schools" are being made by the State Department of Agriculture as part of a comprehensive program to enable more consumers of the state to secure first class fish at reasonable prices. The schools will be conducted within the next two months in about 20 places convenient to the stores which now sell fully 90 per cent of all the fish eaten in the state.

The purpose of these fish schools is to improve the conditions under which fish are marketed at retail throughout the state. The state Department of Public Health and local health departments exercise proper regulation over the sanitation and general condition of fish so far as they affect public health. The Department of Agriculture plans to go further and offer courses of instruction to men who sell fish to aid them in getting fish to the consumers in the most palatable and attractive condition, and impress upon consumers the food value of fish.

The Courses

The courses in the fish schools are open to salesmen in stores, both where fish is the only commodity handled and where it is one of many food products. Each school will be on three successive evenings and five courses will be given. They are: Approved methods of icing and packing fish. Approved methods of cutting and cleaning. Methods of securing cleanliness behind the counter. Window displays. Wrapping fish and helpful information which should be given consumers.

The schools will be held in the centers of the principal trading areas in the state and most of the principal cities will have one. Invitations to attend these schools will be sent to every store which handles fish in the state.

Lectures and Demonstrations

Each course will be conducted by some man who has had a practical and successful experience with the questions to be taken up. In addition to the lectures, there will be demonstrations of methods, and full opportunity will be given for questions and general discussion. Many store owners in the state have already expressed their approval of the plan and will send several of their fish salesmen to the schools.

The time of starting the schools and the exact locations have not yet been settled, but it is hoped to have the plans completed so that a start can be made soon after February 1, 1935.

Fish Landed in 1934 Sets a Record

A grand total of 229,949,172 pounds of fish was landed at the fish pier during 1934. These figures include the fish landed December 31, which was in excess of 1,000,000 pounds.

All the varieties of fish that went to make up the catches landed were brought in vessels that called at the pier a total of 8,222 times during the year.

These figures, compiled by the Boston Fish Bureau, show a marked increase over the amount landed in 1933—204,805,171 pounds in 5,767 arrivals—and this despite the fact that there was a strike on among fish handlers for about five weeks.

The year's catch as landed at Grimsby and Hull, England, generally recognized as the greatest fishing ports of the world, has not yet been made known, but fishermen here are inclined to the



Vander Boudreau, (left), mate, and Capt. Reginald Burgess, skipper of the trawler "Amherst", owned by the General Seafoods Corp. of Boston.

belief that Boston's record for the year will place it as a challenger for the honors for first place. But whether Boston will win the laurels in this respect it now holds its own title for having had the largest amount of fish ever landed here in one year.

"Boston College" South

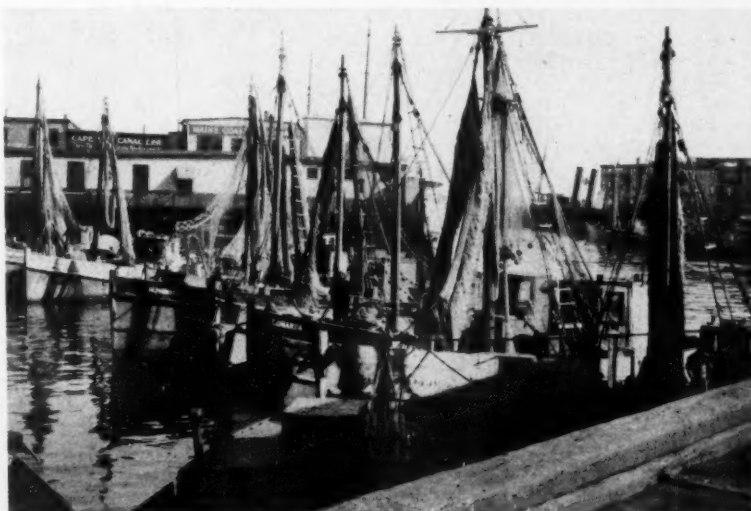
The first beam trawler to go South for dragging is the *Boston College*, Capt. Leo Favaloro. Capt. Favaloro has a crew of 14 men. The *Boston College* is 114 feet long and of 241 gross tonnage. Most draggers which go South are of less than 100 gross tonnage. She will fish out of Norfolk all Winter. On December 15 word was received that the *Boston College* had landed her first trip of the season—340 barrels of croakers.

Rare Leopard Fish Landed by "Comber"

Straying thousands of miles from its Arctic home waters, a freak leopard fish, one of the rarest fish ever seen in Boston, was brought to the Fish Pier by the trawler *Comber* of the Forty-Fathom fleet, Capt. James Ryan.

Wharf Machine & Electric Co.

The Wharf Machine & Electric Co., Inc., 263 Northern Avenue, Boston, are now New England distributors for Lister-Ruston Diesel engines, and are establishing agencies for these engines in the New England territory. Among recent installations of Lister Diesel auxiliaries in Boston fishing vessels are those in the *Joffre*, *Oretha F. Spinney*, *Boston*, *Helen M.*, *Mary P. Goulart*, *Patrick J. O'Hara* and *Mary E. O'Hara*.



Fishing boats tied up at T Wharf, Boston. Many of the boats in the T Wharf fleet use Eveready batteries.



Capt. Oscar Gislason of the trawler "Maine", owned by the Red Diamond Trawling Co., subsidiary of Booth Fisheries.



Left: Capt. Vito Lucretio of the "Salvatore", and Capt. Joseph Palazzola of the "Florence K." both of Gloucester.

Fish Pier Landings for December

Adventure	179,000	Joffre	44,000
Alicia	40,000	Josephine and Mary	64,400
American	97,000	Killarney	198,000
Amherst	221,000	Kingfisher	150,000
Andover	66,500	Lark	129,600
Arthur D. Story	59,000	Laura Goulart	36,000
Atlantic	361,000	Leonora C.	86,000
Bethulia	35,000	Loon	125,000
Boston	174,100	Magellan	30,500
Brant	279,000	Maine	259,000
Breeze	284,000	Marie & Winifred	102,000
Brookline	216,000	Maris Stella	154,000
Cambridge	157,000	Mary E. O'Hara	65,000
Capt. Drum	32,500	Mary P. Goulart	62,000
Cape Ann	53,000	Milton	39,300
Comber	240,000	Natale II	129,800
Coot	283,000	Natalie Hammond	37,000
Corinthian	121,000	Newton	328,500
Cormorant	232,000	Notre Dame	347,000
Cornell	240,000	Ocean	221,000
Curlew	174,000	Olivia Brown	68,000
Dartmouth	249,000	Paolina	50,500
Dawn	115,500	Penguin	348,000
Donald	51,500	Plover	409,000
Dorchester	222,000	Plymouth	342,000
Ebb	111,000	Pollyanna	79,000
Edith C. Rose	199,000	Princeton	315,000
Edith L. Boudreau	206,500	Quincy	226,000
Elk	81,000	Rhodora	53,000
Elvira Gaspar	39,300	Ripple	245,000
Evelina M. Goulart	74,000	Rose Marie	51,000
Exeter	94,000	Ruth Lucille	52,100
Fabia	205,000	Sadie M. Nunan	31,600
Flow	201,000	Santina D.	39,800
Foam	234,000	Saturn	280,000
Fordham	212,000	Sea	244,000
Frances C. Denehy	30,500	Serafina II	32,800
Gale	251,000	Shamrock	129,000
Gemma	335,000	Shawmut	343,000
Georgetown	105,000	Spray	186,000
Geraldine & Phyllis	178,000	Teel	126,000
Gertrude de Costa	182,000	Tern	232,000
Gertrude L. Thebaud	181,000	Thomas Whalen	306,000
Gertrude M. Fauci	103,000	Tide	132,000
Gertrude Parker	123,000	Trimount	225,000
Gossoon	144,000	Vagabond	49,000
Gov. Al Smith	112,500	Vandal	106,300
Harvard	217,000	Venture II	133,000
Hekla	108,300	Waltham II	52,700
Helen M.	57,500	Whitecap	193,000
Heron	132,000	Widgeon	281,700
Hesperus	141,000	Wild Goose	142,000
Illinois	274,000	William J. O'Brien	100,200
Imperator	76,000	William L. Putnam	127,000
Isabelle Parker	49,000	Winthrop	165,000
J. M. Marshall	49,000	Zelda	147,000

Provincetown Dories

By J. C. Johnson

WITH all the traps hauled up for the Winter at the tip end of the Cape, the wharves are now busied with flounder and dory fishing catches. About thirty draggers have been doing good the last month, averaging four and five boxes, and, in numerous instances as much as ten or twelve boxes (125 pounds), to a daily trip. Prices at the wharf and at Boston and New York have run very satisfactory. The fleet of some sixty dories is out full force, trawling off the Race and Peaked Hill for cod and haddock.

S. S. Sklaroff & Sons, packing for the largest number of draggers, shipped an average of 50 boxes a day last month. Much of the catches have been sold on the wharf, blackbacks bringing from 7c to 14¾c; large cod, 10c; markets, 5c; yellowtails, 1½c to 3c. Draggers are operating all over the Bay, but recently the fishing played out in the Southward regions, Wellfleet and Barnstable vicinity. In the middle of the Bay and off Gurnet, some of the heavy craft out of Boston are competing with the Provincetown fishermen, the *Thomas Whalen* of Boston having recently brought in a catch of 190,000 lbs. The Provincetown draggers *Arthur* and *Matthew*, Capt. Frank Parsons, and the *Frances* and *Marion*, Capt. Henry Parsons, brought in several ten-box hauls in the last few weeks.

Although the draggers have been able to operate almost continuously in sheltered places, the dories have been held up considerably by wind and storms. With razor fish bait being shipped in from Brewster and Barnstable, and substituting for the higher priced frozen mackerel bait, the dory fleet is showing increasing activity.

Many tons of frozen herring are being shipped by truck by the Provincetown freezers for Boston and Gloucester bait supplies.



A view of one of the numerous buildings of the Quincy Dry Dock and Yacht Corp., Quincy, Mass., showing the Essomarine sign. This station is served by the Fauci Oil Co. of Boston, Essomarine distributors for Colonial Beacon Oil Co.

Gloucester Dragging Fleet Fishing in the South

By Gardner Lamson

AS soon as the holidays were over several more draggers were ready to leave for the South to engage in dragging out of Norfolk and Cape May ports during the Winter.

The *Josephine and Mary*, Capt. Joe Palazzola, the *Marietta and Mary*, and *Inca*, left on the 27th.

Others which left a few days later were the *Doris F. Amero*, Capt. Nels Amero; *Jennie and Julia*, Capt. Paul Scola; *Hoop-La*, Capt. Joe Cotoni; *St. Rosalie*, Capt. Sam Parisi; *Salvatore and Rosalie*, Capt. Frank Frontiero; *Old Glory*, Capt. Frank Foote; *St. Teresa*, Capt. Phil Fileto; *Mary W.*, Capt. Howard Tobey, and the *Irene and Mable*, Capt. William Tobey.

Early in January the following left: Gov. Al Smith, Elvira

"*Maris Stella*", Capt. Grimur Hakonarson, Boston, Mass. Dimensions 103.3 x 22.3 x 10.9, powered with a 280 h.p. Atlas Imperial Diesel engine.



Gaspar, Magellan, Paolina, Leonora C., Olivia Brown and Evelina M. Goulart.

All these vessels will return in time for mackerel seining.

Atlas Engine Installed

The mackerel netter *Josephine and Margaret*, Capt. Bert Perry, arrived in Gloucester last month and left off fishing to have a 135 H.P. Atlas engine installed. Capt. Perry is now going to change over to dragging and go South to Norfolk for the Winter.

New Cooper-Besemer Installations

The schooner *Raymonde*, Capt. Ben Pine, agent, which has been idle for the past two years is being equipped with a new 180 H.P. Cooper-Besemer Diesel engine installed by L. C. McEwen. Capt. Archie McLeod who did so well last year as skipper of the *Gertrude L. Thebaud* is to have command of the *Raymonde*, and expected to get going sometime between January 5 and 10.

Another Cooper-Besemer Diesel of 180 H.P. is being installed in the dragger *Salvatore*, Capt. Vito Lucretio; Sam Curcuru, agent. As soon as the installation was completed the vessel sailed for Norfolk to begin the Winter dragging season from that port.

Both the *Raymonde* and *Salvatore* have Hyde propellers.

The *Oretha F. Spinney*, Capt. Carl Olsen was expected to be ready for her trial spin with her new 180 H.P. Cooper-Besemer by the first of the month. Capt. Olsen will sail on his first halibut trip of the year by the middle of this month.

Halibuters

Other schooners to be engaged in the halibut game this year are the *Raymonde*, Capt. Archie McLeod; *American*, Capt. Simon Theriault; *Hesperus*, Capt. Robertson Giffen, and the new schooner *Clara and Hester*, Capt. Lemuel E. Spinney.

"Madame X" Has New Engine

The small dragger *Madame X*, of which Capt. Joe Frontiero is skipper, has had a 45 H.P. Fairbanks-Morse engine installed. Capt. Frontiero has also had a new mast stepped in the boat.

Mackerel Netting Season Ends

The mackerel netting season ended about December 17 when all of the boats engaged in this field started to change over to dragging.

Meanwhile, those who were pollocking shared good money, making large hauls of the fish and commanding what was for pollock a fine price. The fish was as high as \$2.50 per hundredweight at its peak.

On December 16 the gill netters hit the pollock, and 16 boats had a total of 228,000 pounds.

Capt. Frank Foote and crew in the *Old Glory* arrived in Gloucester on the 17th after spending several weeks out of Newport, R. I., mackerel seining. Capt. Foote was the last of the seiners for 1934.

The mackerel fishermen Eleanor, Florence K. and Frank W. Wilkisson are tied up for the Winter.

Gill Netting Off Plymouth

About December 10 the gill netters gave up hopes of getting any more fish, and several of the fleet hauled their nets out and headed for the region off Plymouth to try their luck. The Plymouth fishing allows them but three trips per week, since the voyage from there to Gloucester takes too long for daily trips.

New Gill Netter Makes First Lift

The gill netter *Elaine*, which was built recently in Friendship, Maine, made her first lift in Gloucester waters last month and landed her first fare at the Cape Ann Cold Storage Co. She is owned by Capt. Arthur Palsen of Portland, and is in command of Capt. "Swanie" Carlson.

Loses Nine Dories During Storm

With her decks swept clean and nine of her dories missing, the schooner *Arthur D. Story*, Capt. Andrew Decker, arrived in Boston on the 24th with a small trip of fish after a disastrous haddocking voyage, when she ran into the teeth of the 60 mile-an-hour Southeast hurricane which racked the Nova Scotia coast on the 20th. The *Story* also lost her hoisting engine and both of her rail boards were smashed.

"Jean Smith" Sinks in St. Lawrence

Word was received at noon on December 24 by Gorton-Pew Fisheries Co. that the schooner *Jean Smith*, Capt. Aaron Kearley, loaded with 1500 barrels of salt bulk herring consigned to the Gorton-Pew Fisheries, had sprung a leak in the Gulf of St. Lawrence, and had been abandoned. Capt. Kearley and his crew of seven men, Newfoundland fishermen, took to their two dories and rowed to Codroy, Newfoundland. Both the vessel and the herring trip were a total loss. It was learned that the rudder post had broken while the vessel was trying to battle her way through heavy weather.

Vineyard

Fishermen Resolve to "Get Down To The Oars"

By J. C. Allen

Now boys, Old Nineteen-thirty-five
Breaks out her kites today.
A New Year and a lucky one
Is getting under way.
So stand by sheets and down-hauls, sons,
And offer up this prayer:
"God give us strength to do our part,
And send full winds and fair."

IN the casting up of the December account, the Wheelhouse Loafer continues to hold to the convictions of the month before: the luck may be tough, but it could be a doggoned sight tougher, and there are things happening in these seas that never happened before in the memory of man. The term "fisherman's luck" never applied more aptly than now, for one man gets a trip and another gets a wallop in the suds and no known theory offers the explanation of why and wherefore.

Looking at the local situation full and by, there is the decided appearance of a return to certain characteristics of olden times in the weather and the way it works, the movement of fish and the varieties caught.

Yellowtailing month

This has been a yellowtailing month, with the bulk of the haul of some sixty boats and vessels running to that species of seafood. The catch for the month has been heavy, local markets having handled more fish during some weeks, than has shown on their logs in a long stretch.

With these yellowtails there have been but a comparatively few blackbacks taken in local waters. Little spurts now and then, and still, for that matter, but no steady run on them. But the larger craft took Summer flukes right up to Christmas, and they also took butters in gratifying quantities up to the same date. These varieties of fish at this time of year, are worth only a trifle less than gold nuggets and so the gang found them.

Good Prospects for Another Scallop Season

Gay Head opened up her scallop beds, but the noble Injuns did not fare as well this year as they did a year ago. They had a spell of moderate fishing that netted fair returns considering the amount, but reported oodles of seed and good prospects for another season.



The "John and Billy", owned by Capt. Jos. Dutra of New Bedford, Mass. She is 41 x 13 x 5½, powered with a 42 H.P. 3-cylinder, 4-cycle Wolverine gasoline engine, and equipped with Hathaway winch and fittings.



Stern view of the "Greyhound".

The "Greyhound"

The *Greyhound*, fishing launch, just launched at Vineyard Haven, Marthas Vineyard, was built by Joseph Authier and his sons.

The *Greyhound* is a shade under forty feet long, and slightly under twelve feet in the beam. She draws only about two feet of water aft without her engine, and is not expected to draw much more with it installed, as it will sit fairly well forward. Quarters for three or four men, large fuel tanks and a good hold room distinguish this craft.

Patterned somewhat after the down-East lobster launch, also embodying some of the characteristics of a Great Lakes rum-runner, Mr. Authier believes that he has improved upon both models somewhat by eliminating all bends in his timbers. The stern view shows that the bottom is absolutely flat, aft, with a slight straightening of the run which commences about ten feet from the stern. Forward of that point, the run deepens, and the bottom becomes V-shaped.

What she will do when she is under way is a matter for conjecture, but it is freely predicted that if she does not settle below her normal draught when all her gear is aboard, she will slide through the water like a greased eel.

Sea-Scallops Still Holding Out

The local bed of sea-scallops still holds out in the same provoking manner as previously reported. Which is to say, as many as fifty boats have been out on the bearings at once and have steamed for half a day with no one doing anything worth while. And then, one or two or three would strike 'em and fill their decks in no time. You can hear all kinds of stories from all men regarding these sea scallops, and probably none of 'em are right. They must be there, because big hauls are being made continually, and likewise, they must behave most darned peculiar or all hands would strike 'em when they fish side by side. Anyhow, there's luck afloat out there for someone every day that's fit for a boat to lay a course, and no further proof of this is needed than the log at the market of Sam Cahoon.

"The Tide in the Affairs of Men"

If we may theorize a little mite, there isn't anything in sight, so far as we can observe, that a liberal application of elbow-grease won't remedy. Shakespeare had something to say about the tide in the affairs of men, and he said a mouthful. What he didn't mention, though, was the fact that it sometimes sets ahead, and it is not always possible to steam against it. Nope, a man has got to get down to his oars now and then, and we predict that if all hands get down to the oars as 1935 hauls alongside, there won't be much to worry about during the days to come.

So let the storm-winds blow, my lads,
Let rise the ocean-swell,
And tremble not if waters rise
Within the hold and well.
But hold the steady course, my boys,
Through murky shades of night.
Beyond the clouds that lie ahead
The sun is shining bright.

Maine

Sardine Canning Code Now in Effect

By Alfred Elden

THE Maine committee for the supervision of the administration of the sardine packers code recently signed by President Roosevelt was appointed at Bangor early in January.

The committee named to administer the code in Maine is composed of A. C. Ramsdell, of Lubec; F. A. Pike, Lubec; R. B. Stevens, Yarmouth; Carroll B. Peacock, Lubec; and James Abernethy, of West Pembroke.

The meeting was under the direction of Mr. Abernethy, secretary of the New England Sardine Packers' Association. Mr. Abernethy stated that prospects for the coming year are excellent, with a 1935 pack of slightly less than 1,200,000 cases in the Maine factories.

The provisions of the code in regard to hours and wages were emphasized at the meeting. It was stated that the code provides for a maximum of 60 hours for men during the rush period, limited to not more than 10 hours in any one day, at a minimum wage of 33 cents per hour.

For women employees at the various canning plants a piece-work plan is provided, with a rate of 18 cents per case, provided that the minimum rate paid to female employes shall not be less than 25 cents per hour. The code also provides for a maximum work week for women of 44 hours, so divided that no worker shall be employed more than eight hours in any one day.

Those present at the meeting in Bangor were Milroy Warren, Carroll B. Peacock, Frank A. Pike, A. C. Ramsdell, and M. P. Lawrence, all of Lubec; Calvin Stinson, Prospect Harbor; J. E. Wass, Southwest Harbor; R. B. Stevens, Yarmouth; John Toft, Portland; James Abernethy, Pembroke; and Harry L. Walton of Lubec, representing the American Can Company.

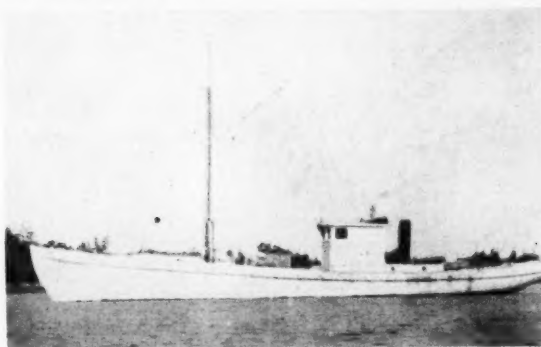
Mr. Abernethy stated that the matter of measure of fish is one of the matters now in process of adjudication, and one which will be arranged before the opening of the 1935 season.

Sardine Situation Encouraging

Some of the Eastern Maine coast packers think estimates of the 1934 sardine pack given out by A. M. G. Soule of the Department of Agriculture at 1,173,029 cases are too high.



The lobster smack "Edna L.", owned by Capt. P. M. Look, of Rockland, Maine. She is 47 x 13.6 x 4.5; and rigged with Columbian rope. Capt. Look's brother, H. W. Look, lobster dealer of Rockland, Me., is a distributor for Columbian rope. A noteworthy feature of the "Edna L." is her high freeboard.



The sardine carrier "Eva Grace", owned by Wass & Stinson Canning Co., Prospect Harbor, Maine, and commanded by Capt. William Hicks, Jr., of Eastport. She is powered with a 75 H.P. Fairbanks-Morse Diesel and is capable of making 10 knots.

A more conservative figure according to President M. D. Warren of the R. J. Peacock Canning Co., would cut this estimate to 1,110,000 cases of all varieties. However, not until the official figures are given out will the exact total be known. The situation at present is encouraging with early packed goods gone into consumption and steady calls about 50% ahead of those of 1933 at Christmas time. One prominent factor, according to President Warren, has been the evident improvement in business, another, the rise in price of such competing foods as pork and beef in the South where the cotton pickers and other natives are great consumers of fish.

Phenomenal Demand for Herring

Coincident with the increased demand for sardines which is certain to clear up the spot supply by March, is the statement by smoked herring men that there has been an almost phenomenal demand for the old-fashioned boxes of mediums, or whole herring, as well as a satisfactory sheaf of orders for bloaters and boneless. Some of the finest herring of the entire year came in to the packing stands in December. A wet country is doubtless largely responsible for the increased demand.

Would Restock Damariscotta with Oysters

Investigation of the feasibility of restocking the Damariscotta River with oysters has been asked of the Bureau of Fisheries by Rep. E. C. Moran, of Maine. If oystering can be reestablished it will provide a new source of food and will give considerable employment. With the abolishment of prohibition in Maine some of the larger cities are opening elaborate "Oyster Bars" featuring that shellfish and other seafoods like lobsters, clams and mussels. In the old wet days oyster bars flourished all over Maine and the stage seems to be set for their return.

Smelt Fishing Starts Early

The continued cold weather in December sealed the bays and coves and rivers earlier than usual with the result that smelt shanties appeared nearly a month earlier than usual. At Damariscotta there was good fishing. Eddie Le Couer got 26 pounds and Phil Dunbar 24. As more shanties moved on even better catches were reported, some taking 35 and 40 pounds. The smelts brought a net return of about 30 cents a pound for they ran unusually large averaging 10 inches long and about seven to the pound. At Bath the ice fishing was only fair.

Summary of Loans Made to Fishermen

Rep. E. C. Moran, Jr., of Maine, member of the House Committee of Merchant Marine and Fisheries, has received from John A. McDonough, Maine State Relief Administrator, a summary by counties of loans made to Maine fishermen from FERA funds allotted to Maine for their relief. The information gives Cumberland, \$6,702; Hancock, \$26,044; Knox, \$34,443; Lincoln, \$8,876; Sagadahoc, \$3,173; Waldo, \$382; Washington, \$23,434, and York, \$1,237.

Six Tons of Eels Sent from Maine

A Baltimore & Ohio fish car laden with six tons of eels from Woodland and Princeton left Calais in late December. There are fine markets for eels in both Boston and New York. All Summer the American Express truck was picking up single barrels at Calais from a lone fisherman who had pitched a tent and harvested eels, sending them to a Boston buyer by express.

Exhibiting New Kinds of Baits

Captain Irving Hamilton, of the *Dirigo I* has been exhibiting samples of new baits. Briefly the devices are reproductions in rubber of comparatively soft and flexible textures of the various types of bait in use by the deep water fishermen; as hake sounds, squid, silvery fishes of unnamed species, pieces of herring and mackerel cut to bait size and artfully colored to resemble the real thing, and various other forms of the lures used in the line and trawl fisheries of the salt water. All these have been treated with some kind of fish oil to give the "divine aroma" needed to tempt the palate of cod, haddock, hake, cusk, pollock and halibut and all are colored, as was said, to represent the actual food of the fish. Moreover in some cases where needed, the luster of the fish has been added by a silvery coating which is said to be luminous in the dark depths where it is to be employed. One of these, a life-like minnow, is reported as having been successfully used in the fresh water where the bait is kept in motion. The fishermen are awaiting with interest the result of trials of these baits where the trawl is lying quietly upon the sea floor and where the more deliberate salt water fishes have a greater opportunity for examination and decision. The fresh water fish strikes first and investigates later—if he has the opportunity.

Fishermen Find Large Pieces of Ambergris

Ambergris! That mysterious substance said to be spewed up by a sick Sperm whale, and of great value to manufacturers of high grade perfumes. Generally this substance is found floating off the coasts of the Bahama Islands, the East Indies, Africa and Brazil. To have some poor yet deserving sailor lad pick up a lump of ambergris, return to his New England home, and pay off the mortgage on the old homestead with the proceeds has long been a favorite theme with fictionists. But never has he tried to bring these almost priceless floating masses into the cold waters of New England.

But apparently he may now do this legitimately for down around the shores of Penobscot Bay in Maine, fishermen are conducting a great ambergris hunt. It all came about this way. Young Roderick Crandall, of Isleboro, was recently playing around the shore near the home of his grandfather, Roderick Pendleton. His plaything was a peculiar substance he had found on the rocks. For several days he had poked it into the water to see it bob up again and each night he had left it above high water mark where he could find it the next day.

Then Hezekiah Crandall, his father, happened to follow him to the shore one crisp December morning, saw the substance and having been a seafaring man all his life, suspected it might be something worth while. So he sent a sample to some chemists. The lump weighed 17 pounds and was yellowish in color streaked with white. Now Hezekiah Crandall has received word that his son's plaything actually is ambergris and he announces that he has received an offer of \$4,380 for five pounds of it. He estimates the value of the whole lump, which the chemists say is pure, at \$20,000 to \$22,000.

As if that was not enough to set the whole shore astir along comes Maurice L. Decker, a fisherman who was returning from his herring weir in West Penobscot Bay when his boat struck what he at first thought was a giant jelly-fish. It showed so much resistance and smelled so sweet, however, that Decker thought he would tow it ashore. He knew nothing about ambergris. Samples have been sent to chemists and it is believed now that Decker has found the main lump from which Crandall's smaller piece broke off. Should the chemists report prove favorable Decker will not have to fish any more for a living.

Eastern Maine Buyers Purchasing Large Quantities of Fresh Fish

By C. A. Dixon

LUBEC now has its T-Wharf and for the first time in history a fleet of 21 trawlers lay at the end of the Peacock Wharf in mid-December disposing of some 17,000 pounds of mixed fish mostly haddock at a price far in advance of the record.

Farris Bros.

Farris Bros. of Cutler have been doing a rushing business purchasing fresh fish at Lubec from Campobello, N. B., fishermen who trawl for haddock and cod off the Southern part of Grand Manan and farther down the Bay of Fundy. As high as 17,000 pounds of fresh fish have been landed at Lubec for Farris in a single day, it is said. The fish are transported from Lubec to Portland, and other New England points. Prices to the fishermen have ranged from four to six cents a pound which prices are considered satisfactory.

Lawson Fish Co.

The Lawson Fish Company, located at the former Walter Garnett stand in the North End of Eastport, has been purchasing considerable quantities of fresh fish from Canadian fishermen. Boats from Wilson's Beach have landed as high as 3,500 pounds of fish at the Lawson premises some days. This concern, which is a comparatively new one, having located at Eastport the first of last year, does a fairly good business and operates its own delivery trucks, selling to the retail trade throughout Maine. Star Stuart and Willie Conley have been trawling in St. Andrews Bay.

Holmes May Re-enter Sardine Business

A rumor of considerable interest to Eastern Maine folk is going the rounds and credence is given to the story that Loring E. Holmes, a well known and one time prominent sardine packer, is about to locate in Eastport, his native city, and will start a sardine canning business there. Mr. Holmes packed sardines for years at Robbinston where he built and equipped one of the largest and finest sardine factories on the Maine coast. This plant was destroyed by fire a few years ago, and Mr. Holmes has since been located in Florida.

Flounder Draggers Do Well

Flounder draggers have done fairly well off the Eastport harborfront for several weeks. Among the boats engaged in this branch of fishing is the motor vessel *Pauline Bowen*, of Rockland, one of three craft from that city which are operating drags in the harbor. The *Bowen* sells its catches in Rockland, getting an extra cent a pound for the flounders there, it is claimed, namely three cents a pound as against two cents at Eastport. One Eastport boat is engaged in the business, that of Archie Fiander and Eugene Haley, who fitted up a craft for flounder dragging for the first time this year.

Supplying Clams to Maine Coast Fisheries

There has been some activity in the clam business at Eastport. Several local residents are engaged in digging clams and selling them to the Maine Coast Fisheries, Inc., located at the Blanchard premises. Among those supplying clams for the concern is Fred Lodge of North End. The clams are shucked raw, at the Blanchard plant, by the diggers themselves and are shipped out by motor trucks to Portland, Me., in five-gallon cans. Capt. Will Foley is engaged in running clams from Quoddy to the Underwood plant of Jonesport.

"Eva H." Freighting Small Herring

Capt. Frank Calder and Engineer Seward Robinson of Eastport are engaged in freighting small herring for lobster bait, and clams to Western Maine points in the large motorsloop *Eva H.*, owned by the E. A. Holmes Packing Co. Capt. Calder has made several trips during the month since the closing of the sardine factory.

Florida Producers' Association Holds First Annual Convention

By H. L. Peace

AN increase of three quarters of a cent a pound in the minimum pay for mullet and a slight increase for other varieties, except Spanish and king mackerel, which would remain at the present rate, was recommended by the price fixing committee of the Florida Fish Producers' Association at its first annual convention held in Ft. Pierce December 20.

Officers Elected

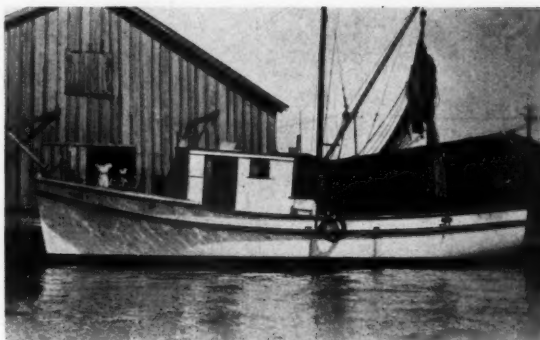
Omah A. Clarke of Naples was reelected President of the Association, and O. Z. Davis of Cedar Keys, first Vice-President. Other officers elected are: Frank W. Denny, Miami, second Vice-president; Jack Mitchell, Cortez, third Vice-president; Thomas Davis, Sebastian, fourth Vice-president; George Storter, Naples, Secretary; and George Baughman, St. Petersburg, Treasurer.

Members of the Board of Directors: District 1, Karl Hansen, Pensacola; district 2, Raddis Davis, Cedar Keys; district 3, Arthur Mann, Gulfport; district 4, Ben Dunn, Sarasota; district 5, Nick Santino, Fort Myers Beach; district 6, George Dunway, Collier County; no one named for district 7; district 8, L. F. Shepherd, Miami; district 9, W. C. Wilson, West Palm Beach; district 10, Willis Brown, Fort Pierce; district 11, E. J. Enright, Titusville; districts 12 and 13, Hans Pettersen, St. Augustine; district 14, Otto Hahn, Mayport.

Shrimp Industry Active

With the Florida shrimp industry in full swing, trawlers of the Florida fleet are making two and three-day trips to Cape Canaveral and are returning with some excellent catches of large prawn. The *Fortuna II*, 65-foot shrimp trawler owned by S. Versaggi Son's, St. Augustine shrimp dealers, returned from a three-day trip from the capes with a catch of 41 barrels. The *San Salvatore* and the *Triumphant*, owned by the same company, had 38 and 27 barrels respectively.

Several boats of the fleet have returned with some large catches off St. Augustine and Fernandina. At St. Augustine where more than 200 boats have gathered from all parts of Florida, Georgia, South Carolina and a few from New Jersey, the



The 46 ft. shrimp trawler "Mabel F.", equipped with a Hathaway hoist. She is owned by Capt. John Fugerson of Fernandina, Florida, and was recently launched from the yard of Mike Tiliakos.

shrimper *Novelty*, owned by Felix Salvadore, brought in a two-day catch of 80 bushels. At Fernandina catches were exceptionally good until adverse weather set in. Charles Bassetta, Fernandina dealer, reports that his highest catch for the week ending December 22 was 53 bushels taken in a single day's fishing by the trawler *Resorgere*, 40 ft., powered with a 40 h.p. Palmer.

Boatyards Busy

Boatyards at Fernandina are busy these days turning out trawlers and pleasure craft for the Winter season's sport and commercial fishing. The plant of the Gigis Boatbuilding and Engine Company have two boats under construction. One of these is a 46 footer with a 14 ft. beam and will be powered with a 30 h.p. Fairbanks-Morse while the other will measure 42 ft. in length with a 13 ft. beam and will be powered with a 40 h.p. Lathrop.

The boatyards of Mike Tiliakos have launched three trawlers in the past six weeks, and now have another under construction.

The trawlers launched from this plant include the 49 ft. trawler *Rainbow*, with a 14 ft. beam and powered with a 70 h.p. Cummins. This boat is owned by Capt. Wesley Robinson of St. Mary's, Ga. Another boat by the same name *Rainbow*, built for "Bluff" Petterson of St. Augustine, was launched from this plant and is now fishing in Florida waters off St. Augustine. This boat measures 45 ft. in length, has a 14 ft. beam, and is powered with a 50 h.p. Regal engine. The third trawler is the *Alice Belle*, 55 ft. with a 14½ ft. beam and powered with a 70 h.p. Superior.

A shrimp trawler is under construction at the Tiliakos plant for Louis Hardee, Southport, N. C., dealer. The new vessel when complete will measure 43 ft. with a 12½ ft. beam and will be powered with a 40 h.p. Regal full Diesel.

New Menhaden Trawler

Construction of a new 95 foot menhaden trawler has begun at the Quinn Menhaden Plant of Fernandina. Some six men are busy building the new vessel which will be completed in time for the early Spring fishing at Fernandina.

Shrimp Season Good at Southport

Louis Hardee of the Colonial Shrimp Company of Southport, N. C., has announced that the shrimp season has been a good one at Southport and that catches were excellent up to the week ending December 22. The average catches have been from 20 to 100 bushels. The Colonial Shrimp Company operated 26 boats during the past season.

Panama City

The months of November and December were the best in many months with commercial fishermen.

The catches have been unusually good and the interior market has been better than in some time.

Capt. John Beadnell, of Panama City, reported the finest catch of the year. The first week of December one catch weighed over 99,000 pounds of mullet.



The "Mary M." from the North at the Newnan St. Dock oil station, H. T. Hartwig, proprietor, Jacksonville, Fla. Among other Northern fishing boats which dock here are the "Anna May", "Thos. Martindale", "Anna Marie", "Carib", and other boats from Wildwood, N. J. Mr. Hartwig provides 425 ft. of dockage and carries a full line of Texaco products and marine hardware. Fishermen are welcome here; fish markets are nearby and there are ample facilities for packing fish.



A group of Smith's Island, Md., oyster fishermen. Left to right, sitting: Ralph Bradshaw, William Clayton, Glendon Marsh, Ashton Evans, Rodney Dize, Coley Evans, Coley Hobson Evans. Left to right, standing: Ullie Marshall, Merrill Tyler, Gorman Tull, John Evans, Calvin Marsh, Jesse Marsh, Lester Tyler and Russell Marshall.

Phoebus, Virginia, Honors Capt. Soderberg

By Sandusky Curtis

CAPT. Nils Soderberg was recently presented by the Town Council of Phoebus with a brass tablet, mounted on a mahogany slab, inscribed as follows: "Capt. Nils Soderberg of the *Ruth Mildred*, now of the *Ramona*, and a pioneer trawler fisherman, who made this his 'home port' on November 10th, 1927, having discovered the advantages and facilities here as a shipping point, is hereby extended a hearty welcome and vote of thanks, in appreciation of his efforts in bringing this industry to the town."

Capt. Soderberg, when master of the *Ruth Mildred* sailing out of Gloucester, Mass., arrived in Phoebus on November 10, 1927, with the first load of trawl fish ever brought here. Later the *Ruth Mildred* was destroyed by fire and Capt. Soderberg purchased the *Ramona* which is registered from Phoebus.

Capt. Soderberg has made Phoebus his home port and has done much to advertise the advantages of Phoebus to fishermen.

Bloxom Returned as President

O. A. Bloxom, well known figure in the Virginia seafood industry, has returned to his office as President of the Virginia Oystermen's Protective Association at its annual meeting in Newport News. His election was followed by a statement from him in which he said that he would seek to break the "Baylor Survey", long a bone of contention.

North Carolina Fishermen Expect Big Shad Run

Fishermen are expecting to do big business this season forthcoming in the Albemarle Sound section when the shad begin to run. Heavy rains throughout the coastal plain section have swollen the rivers during the past few weeks, and all indications point toward plenty of thick water by February 1.



Capt. Soderberg's "Ramona".

Maryland Dredgers and Tongers Have Good Season

By Edward Bowdoin

THE oyster season thus far has been the best for several years. The dredgers and tongers have made more money, and oysters have been more plentiful. Some of the packing houses worked in shifts and have given employment to a large number of people. The packers have not realized a large profit but have made more money than for the past three years.

1,000 Acres of Clam Ground Added to Oyster Territory

Swepton Earle, State Conservation Commissioner, announced on December 12 that approximately 1,000 acres of clamming ground in the upper Sinepuxent Bay, South of Ocean City, had been added to the state oyster leasing territory.

The formation of additional leasing grounds equalizes a re-location of about 2,000 acres which were given over to clambers last February.

A law was passed at the special session of the legislature last year, Earle said, giving the Conservation Department the right to survey and re-allocate the Worcester clamming and leasing grounds if conditions warranted any changes.

Oyster leasing grounds on the Sinepuxent Bay are thrown open to oyster planters at an annual rental of \$1 an acre. Private funds are expended in rehabilitating the barren areas thus opened, and the conservation department has no control over them other than furnishing patrol protection.

Six Dredgers Operating Out of Crisfield

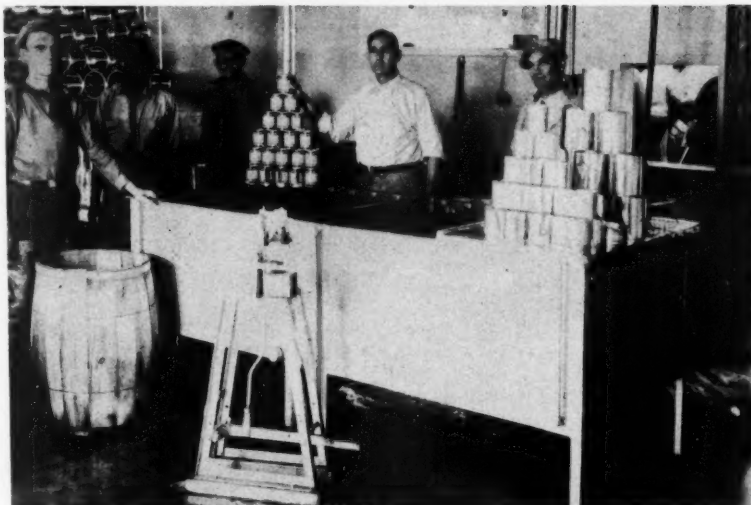
There are six large boats dredging oysters out of Crisfield, besides the smaller ones. This is the first time the large boats have made any money for five years. This season some of the boats have made an exceptional season's work.

It is estimated that there will be an increase of a million bushels of oysters this season over last year.

Ocean City May Become Crab Producing Center

Conservation Commissioner Swepton Earle declared with the opening of the inlet at Ocean City, Md., between the Atlantic Ocean and the Sinepuxent Bay in Worcester county, the waters would soon be the greatest crab producing section in the State. He believed, he said, that these waters soon would be supplying the whole State with crabs. Preparations are being made at Ocean City to make this place a great fishing, and seafood shipping point. This year a number of fishing boats landed their catches at Ocean City for shipping North. Docking facilities are being built to accommodate the fishing fleets that visit the harbor.

Interior view in the plant of W. P. Hickman & Co., Crisfield, Md. The man in the foreground is Lorenzo Sterling, a member of the firm, and the man at the right with a cap on is W. P. Hickman. All the table tops, skimmers, cups and equipment used in handling the stock are made of Monel Metal. This Company uses Continental Can Company and Chesapeake Can Company cans. They operate 6 or 7 run boats that touch all the ports on the Chesapeake Bay.



Long Island Fishermen at Pound Hearing

By C. A. Horton

AMONG the members of the delegation sent by the Long Island Fishermen's Protective Association to attend the hearing called by the War Department at Atlantic City on December 21, relative to changes in the regulations governing the placing and maintenance of ocean fish pounds from Montauk Point to Cape Charles, were: John Griek, Anthony Verspoor, Peter Schaper, Nicholas Schaper, Charles O. Doxsee and Oscar Doxsee of Islip, and Robert Doxsee of Freeport.

According to Alfred Tucker, Secretary of the Long Island Fishermen's Protective Association, presumably the only change resulting from the hearing will be a universal system of lighting the traps in the area designated, this to be worked out so as not to conflict with the regulations of the Lighthouse Department.

Fishermen Receive Code Bills

Fishermen in different sections of Long Island have received bills from the Middle Atlantic Preparing and Wholesaling Division of the National Fisheries Code. The basis on which these bills have been sent was the attempt of this code commission to classify these fishermen as wholesalers. On advice received from Mr. Hollingshead, Deputy Code Administrator, no drastic action will be taken against these men such as was implied in the letters sent out in conjunction with the bills. The bills asked for one-tenth of one per cent of the gross sales of fish sold by them during the year 1933.

Alfred Tucker, of the L. I. Fishermen's Protective Association says that the association is opposed to any attempt to be governed by any code authority until it can be proved that the results will be proportionate to the money paid in. He says that if continued pressure is brought to bear upon the commercial fishermen of Long Island, the association might consent to a divisional code providing that its enforcement and administration shall be in the power of the association.

Law Governing Flounders

The season has arrived when our commercial fishermen have started their annual harvest of the flounder. For the benefit of the fishermen and the dealers, Commissioner Lithgow Osborne, of the Conservation Department, calls to their attention the law which governs the handling of these fish.

Section 240 of the Conservation Law provides that flounders not less than six inches in length may be taken, possessed, bought and sold in any manner or quantity at any time. Flounders less than six inches in length may be taken and

possessed at any time but the same may not be sold or trafficked in.

Lake Montauk Yielding Many Scallops

The Montauk Beach Corporation who leased the scalloping rights in Lake Montauk to a group of East Hampton residents last Fall have seen the town making great profits. In the first eight days after the opening of Lake Montauk, 5,096 bushels of the shellfish were taken in, yielding 3,200 gallons. Residents of East Hampton are still reaping a great harvest, paying at the rate of 50 cents per bushel to catch them. The total has reached up into the thousands paid to the baymen.

Scalloping Off No Man's Land

Cornelius Zegel, of West Sayville, with his fishing boat, *Alice and Jennie* left on December 19, for Stonington, Conn., and from there he will go scalloping off what is commonly known to the fishermen as "No Man's Land".

Preparing for Trap Fishing

The East Marion fishermen are rushing along the preparations for the trap fishing business for the coming season which begins in March. The making of the traps and building of boats is the chief occupation during the Winter.

Conditions Better Than Last Year

Alfred Tucker, manager of the Long Island Fishermen's Protective Association, states that conditions on Long Island are better than they were last year at this time. The pound operators and netters are getting better prices and the volume at these prices is good.

Clams

Clams are being dug in large quantities and are selling at a good price. The price at East Marion is \$2.00 per bushel. The returns are much better because the clam meats are again nice and white.



Capt. Soderberg, (with checked shirt), and crew.

The Jersey Shore

Tom's River

NEWs from Tom's River on December 28 stated that there was tom cod off shore and some in the bays.

Many gill nets have been set in the upper bay and its tributaries, and some frost fish is being landed now and then.

Some of the bay fishermen are getting Winter flounders in their fykes, more especially in the inlet sections.

Market fishermen are setting trawls for cod off shore.

Two Wildwood Fishermen Rescued

Two Wildwood fishermen, after suffering from exposure for two days in their open skiff at sea, were rescued by a New York Coast Guard cutter late Monday, December 24, and spent Christmas Eve with their families.

Captain Benjamin Butler, 40, and Oscar Olsen, 40, left Wildwood on the 21st on a cod fishing trip. Returning with a catch late on the 22nd the craft became disabled off Five Fathom, 120 miles from Wildwood.

Captain Butler decided to anchor the boat and wait until aid arrived.

Although many craft passed within view of the fishermen that day and the next, they were unable to attract their attention. Finally the Coast Guard cutter *Icarus*, out of New York, discovered Captain Butler frantically waving a blanket. The craft shortly afterwards came to the rescue of the two men, who were brought to Cape May. Their boat was later towed to Wildwood.

"Mildred J." Wrecked

Three fishermen, rescued by coast guardsmen when their 40-foot fishing trawler, the *Mildred J.*, was wrecked off Bodie Island Light, North Carolina, returned to their homes in Wildwood last month.

They are Edward Dahl, Captain; Larse Peterson and John Nelson, members of the crew.

The men left Cold Spring Harbor and were fishing along the coast when their boat was grounded by a strong Southeast wind. Heavy seas broke the vessel shortly after the men were rescued by two coast guard patrol boats from Norfolk, Va.

Creighton Machine Works

Albert Creighton, proprietor of Creighton Machine Works at Atlantic City, N. J., is making several changes in his plant. He operates a Texaco marine service station, is distributor for Hyde propellers, handles marine engines, equipment and supplies, and reconditions all kinds of marine equipment.



The dragger "Edith", Capt. Aksel Olsen, of Wildwood, New Jersey, powered with a 25 h.p. Bolinders Diesel engine.

Southern New England

By Capt. E. B. Thomas

THE draggers *Mary*, Capt. Leslie Trott, and *Betzy C.*, Capt. Chris Christensen of Noank, are now fishing out of Phoebus, Va.

On December 11, they both grounded on Hatteras Bar along with the dragger *Adjograce* of Philadelphia, in a blinding snow storm at five o'clock A.M., but were all refloated safely.

To Engage in Tile Fishing

Schooner *William A. Morse*, Capt. Henry Langworthy, was at Noank on Dec. 29, waiting for better weather before proceeding to the South'ard on a tile fishing voyage. The *Morse* is the queen of the Eastern Connecticut fishing fleet, being the largest and most commodious vessel fishing out of these waters. She is 90 ft. l.o.a.

Fitting Out for Haddocking

Grover Eldredge has gone to Boston in the schooner *Reliance* to fit out for haddocking. The *Reliance* was very successfully lengthened sixteen feet amidships a few years ago.

Sea Scallops

Very few sea scallops are being caught now but it is the opinion of Captain Frank Janssen, who incidently was home in Stonington in the *R. B. Stinson* for Christmas, that next year's scallop fishing will go down in history. He opines that the quality and quantity will be there and that the scallops will be of very uniform size and clean and tender.

Unique Christmas Greeting

Franklin G. Post & Son, boat builders of Mystic, Conn., sent out a Christmas greeting card "Wishing You a Very Merry Christmas and smooth sailing throughout a Prosperous New Year". The card was embellished with various characters taken from the *Essomarine* booklet "Secrets of the Deep". The idea originated with Ernest Post and created much favorable comment. Franklin G. Post & Son carry a full line of *Essomarine* oils, greases and fuels.



Window display of Wall Walk-laid rope by The J. S. Johnson Co., Baltimore, Md.



A sign of GOOD JUDGMENT

WHEN ice encrusts the decks and rigging . . . when combers are sweeping over the forepeak . . . then's the time you appreciate the thorough efficiency of an Essomarine-lubricated motor. With the screw struggling hard one minute and racing free the next . . . you don't have to worry a bit, for you *know* that your Essomarine Lubricants are right on the job down there in the engine . . . ready for every stress and strain you may meet.

Built into every Essomarine Lubricant are exactly the qualities your engine needs this time of year. They hold their body when the load rises sharply against the pressure of head winds . . . they won't thin out under engine heat or stiffen in sub-zero cold.

So before you head out for a January run . . . head in for the Essomarine sign and you'll safeguard your engine against the rough going that lies ahead. For Essomarine oils and greases meet

every challenge of toughest winter operation. Behind the name "Essomarine" stands all the prestige of the world's largest manufacturer of specialized lubricants. That is your guarantee of the unsurpassed quality that will carry you safely back to port through stormy seas and wintry weather.

Essomarine LUBRICANTS

Made expressly for the Fishing Trade

Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade.
PENOLA INC. • 26 BROADWAY • NEW YORK CITY
Essomarine Lubricants are distributed by the following major oil companies:
STANDARD OIL COMPANY OF NEW JERSEY New York City
COLONIAL BEACON OIL COMPANY, INC. Everett, Mass.
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STANDARD OIL COMPANY OF LOUISIANA New Orleans, La.
STANDARD OIL COMPANY, Incorporated in Kentucky . . . Louisville, Ky.
STANDARD OIL COMPANY (OHIO) Cleveland, Ohio
HUMBLE OIL & REFINING COMPANY Houston, Texas
IMPERIAL OIL, LIMITED Toronto, Ontario, Canada

New Brunswick Smelt Nets Destroyed in Heavy Gales

By C. A. Dixon

HEAVY gales which caused the ice bridge in the Miramichi district of New Brunswick to move out and form in a grinding mass caused an estimated loss of \$100,000 to smelt fishermen, the third week in December. From 1,000 to 1,400 smelt nets were destroyed. The greatest damage occurred along the South shore of the river where the ice broke away and ran out to sea in a line from Point au Carr to Bay du Vin Island. Fishermen of the North side also suffered heavy losses. In the Bay Chaleur district on the North Shore of New Brunswick, between Dalhousie, and New Mills over 200 smelt nets were lost, the fishermen having set their nets for the first time during the week referred to.

Fishing Weirs Destroyed

The same gale that destroyed so much fishing gear and equipment on the Eastern and Northern shore of New Brunswick, also caused serious losses to weir fishermen in Charlotte County. Two of the finest fishing weirs in the West Isles district were destroyed, namely the "Specks" and "Zig-zag", owned by William (Buck) Lord of Richardson, Deer Island, N. B., and others. These weirs had stocked many thousands of dollars for their owners during the season of 1934, and while the loss is a heavy one they will be in a position to purchase new equipment. The weirs were in fishing condition when damaged and destroyed.

Several other structures at various places in the county were damaged and already the owners are placing orders for material for Spring re-building, as next season promises to be a good one for weir owners and seiners.

Some of the weirmen have purchased new boats, and some have exchanged their craft for larger boats in anticipation of better times in the sardine business.

Netting Begins at Grand Manan

While there are many hogsheads of the larger herring still hanging destined for bloaters, there seems to be a steady demand for the medium and smaller sizes for boning. The last few days of December with their high winds and stormy weather practically ended the weir fishing season at Grand Manan and netting has already begun there. Near the North Head breakwater some of the best sizes of fish are now being taken.

West Isles Weirs Made a Lot of Money

Chatty's Point weir located at Adams Island, one of the West Isles group in Charlotte County, N. B., again heads the list for biggest catches and greatest income for the season of 1934 it is claimed. Some of the best fishing weirs have stocked from \$5,000 to \$12,000 and for a time the "Zig-zag" held first place. Earlier in the season the weirs located at Frye's Island near L'Etang made a lot of money some putting the total stock at \$75,000.

Fishing Boat Launched at Richardson

One of the finest fishing craft ever launched at the boat shop of G. E. Richardson & Son at Richardson is that of the master-builder's son, Horace Richardson, for whom the craft was recently built. It is 47 feet long and 11 feet wide and of shoal draught. There is an unusual amount of deck room and a commodious pilot house and engine room but not out of proportion to the hull. The fo'castle is roomy and well finished and furnished. The new craft has a square stern and is built on fine lines which serve to accentuate the careful workmanship of the builders.

There are several new boats which have been purchased by Quoddy fishermen this season, among them being those of Emery Matthews of Wilson's Beach and Ernest Newman of the same place, and Sylvester Richardson of Leonardville.

Lunenburg Bank Fishing Season Shows Improvement over Last Year

By H. R. Arenburg

THE operations of the Lunenburg bank fishing fleet during the 1934 season have resulted in the landing of a total catch of fish valued at something in excess of \$450,000.00. This shows quite an improvement over the season of 1933 when the value of the year's landing was a little short of \$300,000.00. The increase is accounted for by the extra number of schooners engaged in the fisheries during the present season, the larger average catch of fish and an increase over last year in the market price of the cured product. The bank fishing is closed and a portion of the fleet, principally those schooners equipped with power, are engaged in fresh fishing operations which will continue throughout the Winter. Of the entire fleet, twenty-one vessels are engaged in these fisheries landing their catches at Lunenburg, Liverpool, Lockport and Halifax.

Practically the whole Summer catch of 50,000 quintals at Lunenburg, N. S., have been sold to the fish merchants and the bulk of them have been delivered for export. The prices received this year were \$5.25 per quintal for large and \$4.50 per quintal for small. These prices are in advance of the prices received for the Spring catch.

The highliner for the season was the schooner *Mavis Barbara*, Captain John Henry Creaser. She landed 4,900 quintals of fish on the three trips.

The following is a complete list of the Lunenburg fleet with their respective catches, (in quintals), for each of the trips during the 1934 season:

Schooner	Frozen Baiting	Spring	Summer	Total
<i>Mavis Barbara</i>	1,000	1,600	2,300	4,900
<i>Howard Donald</i>	800	1,400	1,900	4,100
<i>Mary Hirtle</i>	650	1,000	2,300	3,950
<i>Isabel Spindler</i>	800	1,200	1,900	3,900
<i>C. A. Anderson</i>	750	1,350	1,500	3,600
<i>Progressive II</i>	1,000	1,100	1,200	3,300
<i>Haligonian</i>	800	1,300	1,200	3,300
<i>Maxwell Corkum</i>	800	950	1,500	3,250
<i>Delawana II</i>	750	850	1,600	3,200
<i>Leah Beryl</i>	800	800	1,500	3,100
<i>Beatrice Beck</i>	800	800	1,400	3,000
<i>Pan American</i>	650	1,000	1,200	2,950
<i>Bessemer</i> .....	....	1,200	1,700	2,900
<i>Jean and Madelyn</i>	700	1,400	800	2,900
<i>Mabel Dorothy</i>	800	900	1,200	2,900
<i>Marshall Frank</i> .....	....	1,200	1,500	2,700
<i>Daisy Marguerite</i>	750	900	1,300	2,950
<i>Gilbert Walters</i>	800	400	1,400	2,600
<i>Irene Mary</i> .....	....	....	2,500	2,500
<i>Margaret K. Smith</i>	600	900	1,000	2,500
<i>Harriet and Vivian</i> .....	....	....	2,300	2,300
<i>R. B. Bennett</i> .....	....	1,000	1,300	2,300
<i>Robert J. Knickle</i> .....	....	1,100	1,200	2,300
<i>Ronald George</i> .....	....	....	2,300	2,300
<i>Bruce and Winona</i> .....	....	1,100	1,100	2,200
<i>Clarence J. Morrow</i> .....	....	1,100	1,100	2,200
<i>Marguerite Tanner</i> .....	....	....	2,200	2,200
<i>Shirley B. Corkum</i> .....	....	....	1,900	1,900
Handliners:				
<i>Isabel Corkum</i> .....	....	1,050	2,050	3,100
<i>Ocean Maid</i> .....	....	1,000	2,000	3,000
<i>Gloria May</i> .....	....	1,000	1,900	2,900
Totals	13,250	28,300	50,050	91,600

New Two Masted Schooner Built

Captains William Meisner and Wilson Berringer, two well known and popular fishing skippers, have recently had constructed for them at Indian Point, a two-masted schooner.

**The Profit
For A Fisherman,
Like That of
Any Business Man,
Is in His Net**



Gloucester at night. Photograph shows reel of drying Tanglefin Netting at left, and mast of gill netter "Enterprise".

TANGLEFIN NETTING CATCHES MORE FISH

**Mackerel Nets — Sardine Seines
Trap Netting—Linen Gill Netting**

NATIONAL NET & TWINE

Division of Ludlow Sales Corporation

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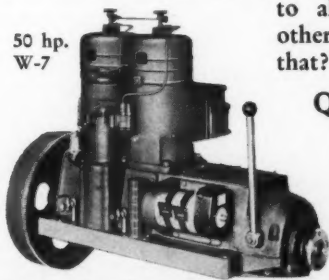
Branches in Gloucester, Mass. — Erie, Pa. — Milwaukee, Wis.

The dragger "William & Warren", owned by Capt. Fred Lund of Cape May, N. J. She is powered with a 50 H.P. Bolinders W-7 Diesel engine, installed by Anderson's Machine Shop, Wildwood.

DRIVES HEAVY BOATS 8-10 MILES PER HOUR!

If you are looking for a compact engine for a fair size boat, one that will give you speed, reliability, wide cruising radius and low operating cost, be sure you find out all about this Bolinders Diesel Engine. It packs 50 hp. into a space only 49" by 23", weighs under 40 lbs. per hp., **DRIVES** 42' to 48' fishing boats 8 to 10 mi. at fuel cost of only 17c per hr., idles down to almost nothing. What other engine will equal all that? Write for details today.

50 hp.
W-7

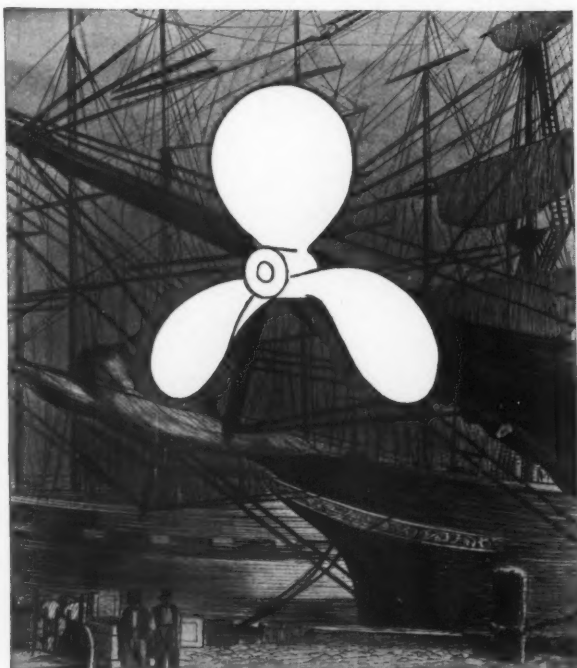


QUICK WINTER STARTING!

Every Bolinders Diesel Engine is equipped for quick winter starting. They never fail you. Ask us about this and all the other attractive features.



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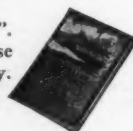
made 'em when . . .

When bow sprits roofed the water streets of every coastal city, Hyde was making efficient propellers . . . more efficient, in fact, than the power plants that drove them. Hyde has kept abreast with every new development in hull and engine design and has made a wheel to satisfy it. Hyde has seen newcomers appear and disappear. But Hyde has endured because its product is based upon long sound marine experience. Use a Hyde and gain the benefits of that experience. HYDE WINDLASS COMPANY, Bath, Me.

HYDE

PROPELLERS

Send for this free booklet "Propeller Efficiency". It will tell why Hyde Propellers often increase the speed of a boat and always get home safely.



Dealers everywhere carry ample stocks

Digby Shore Fishermen

By J. F. Hillman

NOTWITHSTANDING the continuous wind storms that swept the coast during the past few weeks, the shore fishermen have had quite a bountiful Fall harvest, large quantities of haddock helping to swell the receipts. All through the Summer and Fall and even until near the end of December there has been good fishing and the boat fishermen took full advantage of every fine day, many of them running an average of two thousand pounds per day, four days a week, weather permitting.

Get Good Prices for Dry Pollock

Many of the shore fishermen through their industry during the past Summer have earned a pretty penny and cashed in on a lot of money by the sale of thousands of pounds of dry pollock. In the Summer when catches were big and prices not near the peak the pollock were caught, dried and salted, and sold late in the Fall for as high as \$5.00 per hundred pounds, thus materially adding to the fishermen's income. One fisherman netted \$100 for the pollock caught by handline in the Summer and sold salted late in the Fall.

Lobstermen Have Good Prospects

The lobster fishermen are well away with prospects of a fairly good season. The terrific gale which worked such havoc along the Southwestern portion of Nova Scotia was not felt much along the Digby-Annapolis coast.

Fishermen Already Preparing for Spring and Summer

Cheered by the prospects of returning prosperity in the fishing industry, many fishermen are making preparations already for next Spring and Summer. Many new boats will be in the water and that means new engines, new gear and a lot of new money.

"American" Makes Two Trips to Digby

The lure of the Bay of Fundy drew the American schooner *American*, Capt. Simon Theriault, on at least two trips during December. After a brief visit the *American* returned to a United States port, disposed of the catch and returned the second time.

"Cadet" Destroyed by Fire

Last month the motor vessel *Cadet*, Capt. Ivan Mosher, was destroyed by fire in St. Mary's Bay enroute to Gilbert's Cove.

Halifax Off-shore Fleet

By M. Ryan

ONE of the best Fall and early Winter fishing seasons at Halifax in several years was experienced at Halifax where the offshore fleet comprised three steam trawlers and nine auxiliary schooners fishing 10 double dories each. A sharp decline in prices at the middle of December, however changed the outlook considerably, and some of the haddockers have indicated their intention of hauling out. Fish were plentiful, and, with large catches being brought in, the dory fishermen were doing fairly well until the drop in prices. One factor which aided them considerably was an unusually fine late Fall, there being few storms.

At the other fishing ports in Nova Scotia, where fishing operations are carried on in Winter, it is reported that prices remained unchanged and were identical with the scale formerly paid at Halifax.

All of the vessels fishing out of Halifax are landing their fares at the National Fish Company.

The Halifax fleet follows:

Steamers: *Viernoe*, Captain Frank Tidman; *Rayon d'Or*, Captain H. S. Hanson; *Lemberg*, Captain C. Samuelsson.

Schooners: *Marjorie and Dorothy*, Captain O. C. "Ernie" Mossman; *E. S. Zwicker*, Captain William Deal; *Ronald George*, Captain Daniel Romkey; *Marguerite B. Tanner*, Captain Angus Tanner; *Howard Donald*, Captain Guy Tanner; *Robert J. Knickle*, Captain Clarence Knickle; *Mavis Barbara*, Captain Henry Creaser; *Ocean Maid*, Captain George Himmelman; *Bruce and Winona*, Captain Arnold Parks.

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COTTON TRAP NETTING

No Preservative Required
For Salt and Fresh Water Fishing

Complete line

GOLD MEDAL

Cotton Netting Twines Leads
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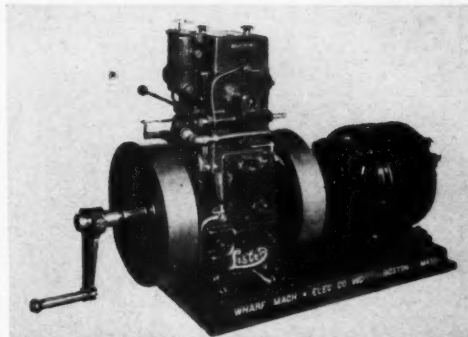
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Auxiliary generating set consisting of 7 h.p., 1000
r.p.m. Lister engine directly coupled to a 3 k.w.,
32 volt Diehl generator.

LISTER DIESEL ENGINES

dual compression

Full Diesel 4-cycle, cold starting, marine
auxiliary and propulsion engines
from 3 to 104 h. p.

Adequate service and skilled labor, and complete stock of
parts always on hand.
Ask for complete specifications and demonstration.

WHARF MACHINE and ELECTRIC COMPANY, INC.
263 Northern Ave. At the Boston Fish Pier Boston, Mass.
Specialists in Diesel Engine and Marine Electrical Repairs

Palmer Ford V-8 Conversion

IN the new Palmer Ford V-8 conversion, Palmer Bros. Engines, Inc., have turned an automobile engine into a 100% marine job. No expense has been spared in eliminating features that might cause a boatman trouble, or in adding features that would be a convenience.

In discussing this conversion, Palmer Bros. emphasize the following points:

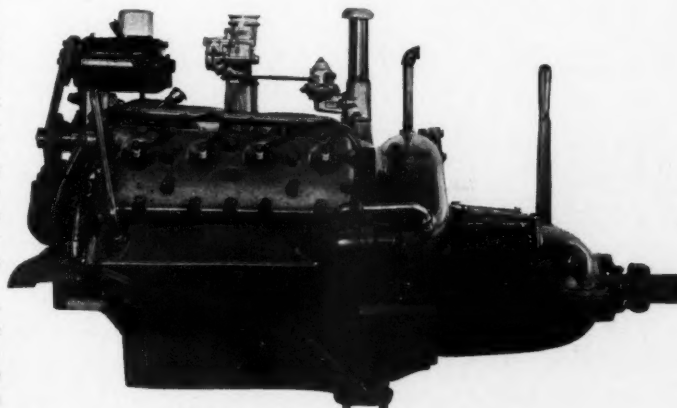
"The cast iron base is of premier importance, especially in the case of boats operating on salt water. It is impossible to keep all bilge water out of a hull and the sheet iron base that is on an automobile engine disintegrates from the outside in a very short time, even though the inside may be coated with oil or paint. Palmer has cast an entirely new base to give the engine longer life, to give a stiffness to the job and to provide suitable timber lugs so that the engine sets firmly on the boat timbers and reduces vibration. The entire automobile transmission has been eliminated and the Palmer Multi-Disc Clutch and reverse gear added in its place. This clutch is thoroughly housed to keep out sand and salt water, gives 100% efficiency ahead and 85% efficiency in reverse, and the gears are hardened and ground, which not only reduces sound but lasts infinitely longer because of their accuracy in meshing. When the lever is put in position it stays and allows a one-man operator to put the lever in position and then go forward to handle the line or an anchor.

"The water cooling is a unique system and includes water cooling the exhaust manifold. Due to a single outlet, it maintains the uniform temperature in both cylinder blocks equally. The pump supplying the pressure is the same pump as is used on the complete Palmer-built engine.

"The exhaust itself is interesting and takes into consideration boat construction and good boating practice. A manifold has been added which permits one exhaust pipe instead of two. While this costs more as far as the engine is concerned, it materially reduces installation cost and is much more convenient. Then, too, it permits a high outlet so that the exhaust through the stern is above the water level. Anyone who has experienced the backfire of an engine with an underwater exhaust knows what it means to suck up sea water.

"Both the starter and the generator on this Conversion have been elevated so that they are up out of the wet and accessible. The best electrical equipment will cause undue trouble when it is in a damp location."

In spite of the thoroughness with which this conversion has been made in developing a truly marine engine, the price is only \$425 F.O.B. Cos Cob, Conn.



The new Palmer Ford V-8 Conversion.

After a Season in Alaskan Waters "REPAINTING WAS UNNECESSARY"

AFTER a strenuous season in Alaskan waters *Sunde*, one of the Pacific Coast's new halibut boats, is headed South for sardine fishing, her original finish of Smith's SHIP & BOAT PAINT still intact.

Of her paint job her builders, Olson & Sunde Marine Works, Seattle, say—"We have handled Smith Paints for a good many years and recommend them because of their durability and ability to stand up under rigorous weather conditions."

High quality, moderate cost and convincing service are combined in SMITH SHIP & BOAT PAINTS. Give them a trial on your boat—and note the difference. See your distributor or write us for information.



"Sunde", 77 ft. halibut boat. Owner Egil Erickson.
Built last Spring by Olson & Sunde Marine Works, Seattle.

EDWARD SMITH & CO.

Manufacturers of Marine Paints and Varnishes
Since 1827

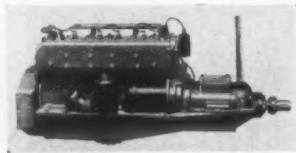
Long Island City

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WHEN PALMER DOES IT

you know it is well done.. For, as every old sailor knows, Palmer introduces or adapts every new advancement in marine engine design and equipment only after it has been proven worth while. You find a high proportion of Palmer



Engines in every work fleet. This is a tribute to Palmer because the commercial sailor must have dependability and can't afford to experiment.

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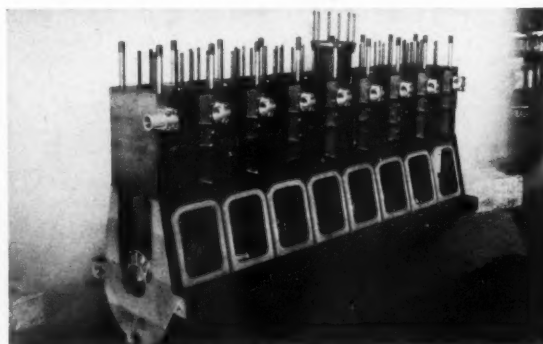
Motor Boat Show

ON January 18 the most beautiful and representative National Motor Boat Show of recent years will open its doors to the public. The Show will occupy three huge floors of Grand Central Palace, New York. Cruisers, runabouts, sail boats and heavy Diesel engines will be shown on the main floor. Marine gasoline motors, light-weight Diesels, outboard motors and small boats will occupy the mezzanine floor, and accessories of every description will be found on the third floor.

All of these exhibits are to be placed in a setting of the finest and most spectacular decorative effect that has ever been seen at a Motor Boat Show in Grand Central Palace.

The Show will attract visitors from all over this country and abroad, including a large attendance of out-of-town dealers who visit the Show each year to familiarize themselves with the new products of the builders and manufacturers.

The attendance at the last two exhibitions showed a definite increase, and new high figures are confidently expected to be established for the coming Show.



Cooper-Bessemer Type EN base and center frame with cylinder block showing crankshaft bedded in and tie bolts extending up through cylinder block with one power cylinder liner partially inserted showing stud bolts which hold it to cylinder head.

Cooper-Bessemer Will Exhibit BN and EN Types at Show

THE Cooper-Bessemer Corporation, now starting its one hundred and third year of engine building, has still further pushed the development of its N line of Diesels during the year just completed. While Cooper-Bessemer offers a range of standard sizes from 35 B.H.P. to 1500 B.H.P., the N line anticipates covering only the range from 35 to 650 H.P. In this range three of the cylinder sizes have been developed and are in service. Starting with the smallest, there is the BN with power cylinders 5½" diameter, 7¾" stroke, rated from 10 to 22½ H.P., depending upon the speed and service. This engine is available in the six and eight cylinder sizes with marine reversing gear and with reduction gear when required. Both sizes are already in service. The three and four cylinder sizes will soon be ready for the market.

The next size is the Type EN with 8" diameter, 10½" stroke cylinders, rated from 20 H.P. to 47 H.P. per cylinder, depending upon the speed and service. This engine is available in six and eight cylinders, direct reversing, and three and four cylinders with marine gear.

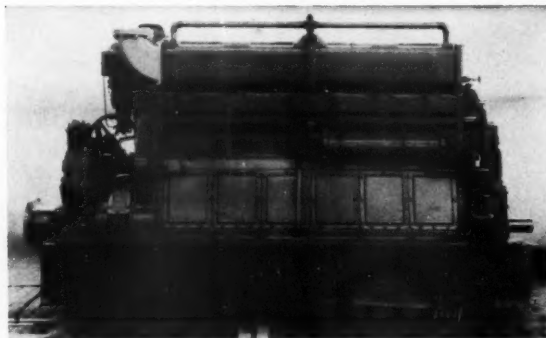
The third size so far developed is the Type GN with power cylinders 10½" diameter, 13½" stroke, rated 50 H.P. to 75 H.P. per cylinder, depending upon the speed and service. This type is also available in six and eight cylinders direct reversing, and in three and four cylinders with marine gear.

In announcing these engines, Cooper-Bessemer say: "Aside from the clean-cut, neat appearance of these new modern Diesels there are three outstanding features of design common

to all of them. The first is that the high stresses common to the Diesel type of engine which tend to separate the cylinder heads from the bases are carried through high tensile strength steel bolts which extend from the top of the cylinder heads to the heavy trussed sections beneath each main bearing. The centerframe and cylinder block sections are therefore in compression instead of tension. This construction offers greatly increased strength without increasing the weight.

"The second unusual feature of design is that the power cylinder liners are bolted to the heads instead of being pinched between the heads and cylinder block. A gasketed joint between cylinder head and liner on a diameter only a very little larger than the cylinder bore leaves practically no unbalanced area for the combustion pressure to tend to separate head from liner. Holding this cylinder head joint is therefore no longer a problem.

"The third outstanding feature is the wrist pin and connecting rod construction. Engine designers have long sought a wrist pin construction which would give greater area on the compression side; a single running tolerance to insure quiet operation instead of the two customary tolerances; one be-



Cooper-Bessemer Type GN 6-cylinder engine photographed from exhaust manifold side, built with sailing clutch for fish boat service.

tween connecting rod eye and pin and the other between pin and piston, and yet retain complete accessibility. These ambitions have all been realized in the Cooper-Bessemer patented wrist pin design. The entire top side of the wrist pin is bearing area which nearly doubles the customary effective wrist pin bearing area.

"On all except the smallest size an improved form of common rail type injection system is used. So far there has never been an injection system that would equal the common rail type for wide variations in speed and for maneuverability. The new Cooper-Bessemer patented atmospheric relief which reduces the fuel pressure directly against the nozzle to atmosphere between each injection has eliminated its only weakness. With this new common rail system there is no tendency for nozzles to leak or dribble, combustion is clean and complete, and the load on the individual cylinders can be easily and permanently balanced."

The Type BN which is the smallest in the line uses the Bosch en bloc injection system. In all other respects it follows the construction of the larger sizes.

The Cooper-Bessemer Corporation has three large and modernly equipped factories. One of these is at Grove City, Pa., the other two, which are entirely separate plants, are at Mt. Vernon, Ohio, where the company was started first as a partnership by two Cooper brothers in 1833. They maintain their own marine sales branches at New York, Gloucester, Washington, Houston and Los Angeles, while sales agencies are maintained at Toronto, Lunenburg, Tampa, Seattle and Vancouver.

This company will have on exhibit this year at the New York Motor Boat Show one of the six-cylinder marine gear Type BN engines, and one of the six-cylinder direct reversing Type EN marine engines.

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BUDA MARINE ENGINES
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To insure comfort below decks and the joy of hot meals served on time during the cold months ahead, install a SHIPMATE now.

Launched in 1881, and still going strong, the SHIPMATE has been the fisherman's friend for over fifty years, and the standard by which all other marine ranges are adjudged.

SHIPMATES are made only by

THE STAMFORD FOUNDRY COMPANY

Established 1830

Stamford, Conn.

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HAULING CLUTCH

For Trawling Gear on the Small Boat.

Small, Light, Compact! 3 sizes—

No. 1 up to 2,000 lbs., No. 2 up to 4,000 lbs., No. 3 up to 10,000 lbs. lift. Can be stopped or started under load.

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LOBSTERMEN



Gray makes special Fishermen Motors from 20 to 70 h. p.

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THE ELECTRIC STORAGE BATTERY CO., Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
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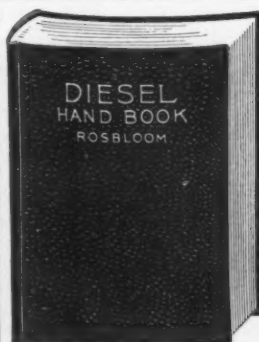
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"DIESEL HAND BOOK" (Rosbloom) THE WORLD'S STANDARD BOOK ON DIESEL ENGINE OPERATION

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PRICE \$5.00, Cash with order
ATLANTIC FISHERMAN
Goffstown, N. H.

Fuel Oil and Gasoline Engines to be Exhibited by Red Wing

THE Red Wing exhibit at the New York Motor Boat Show will be in charge of the New York distributors, Verrier, Eddy Co., and a representative from the factory will be in attendance.

Models of the Red Wing THOROBRED line of gasoline engines from 4 to 150 H.P. will be on exhibit, including the popular "Arrowhead" 25-45 H.P. model of 3 3/4" bore and 4 1/2" stroke, which has been so successful for both runabout and medium sized cruiser service.

One of the features of the Red Wing exhibit will be the four cylinder 50 H.P. Red Wing Waukesha-Hesselman fuel-oil marine engine.

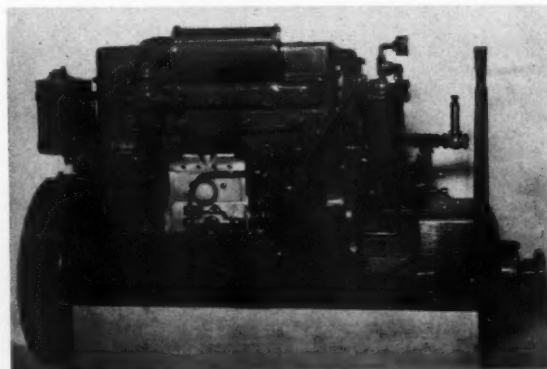
Much interest has been manifested in the "Fuel-Oil" type Red Wings since their first appearance at the Show last year. Whereas last year Show visitors viewed these engines with a hope that they would fill the need for a compact, lightweight and efficient oil engine for medium sized boats; they will this year inspect them still more carefully in the light of their splendid success in extensive marine service in boats of many descriptions including passenger crafts, patrol boats, auxiliaries, cruisers, work boats and towboats. Many installations have been made of these engines with built-in reduction gears, as well as twin screw outfits. Many of these Hesselman cycle oil engines have been shipped abroad, and only the finest reports are being received regarding their performance.

A typical example of the stamina, reliability, power and economy of the Hesselman oil engine is had from the 3,000 mile trip into Arctic waters which was made by O. L. Markham of Portland, Ore., with one of the smaller 30 H.P. Red Wing Hesselmans driving his 36 foot converted Coast Guard hull. The engine averaged 9 miles an hour on only 2 gallons per hour of cheap fuel, and gave perfect satisfaction, never failing to start instantly, even though none of the crew were experienced in the handling of such engines.

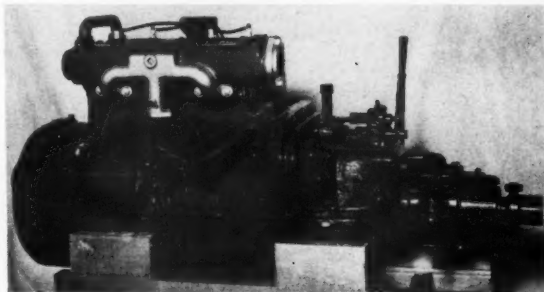
Three sizes of these oil engines of four cylinder type have all given the same high quality of service; the 30 H.P. size with bore of 3 3/4", stroke 4 3/4", developing up to 30 H.P. at 1400 R.P.M.; the 50 H.P. with bore of 4 1/2", stroke 5 1/4", developing 50 H.P. at speeds to 1300 R.P.M.; and the 70 H.P. with bore of 6", stroke 6 1/2", developing 70 H.P. at 900 R.P.M.

The great success of these sizes prompted Red Wing to bring these Hesselmans out in still larger sizes; and they are now ready to furnish a 6" x 7", 150 H.P. model, and a 6 1/2" x 7", 180 H.P., both 6 cylinder engines, developing the rated power at around 1200 R.P.M.

The low compression spark ignition type of solid injection oil engine, such as represented by the Red Wing Hesselman, has many advantages including perfectly smooth running, smokeless exhaust, instant and positive starting, and easy handling. They take up no more room than the ordinary



Injection side of 4-cylinder Red Wing Waukesha-Hesselman fuel-oil marine engine. Bore 4 1/2", stroke 4 1/4".



Red Wing 4-cylinder "Arrowhead", 25-45 H.P. gasoline engine, showing optional built-in reduction gear. Bore $3\frac{3}{8}$ ", stroke $4\frac{1}{2}$ ".

gasoline engine and may be installed in the medium sized boat without sacrificing valuable room. It is practical to start these engines by hand cranking, although electric starter is regularly furnished on all models.

A wide range of fuels may be used in the Hesselman including practically all oils of proper viscosity to run freely through the pipe lines. Fuels which at the moment are lowest in price in any particular community can therefore be utilized in these engines.

The marine type Hesselmans are equipped with every convenience for operation, including built-in reverse gear; ample filtration for both fuel and lubricating oil; water cooled manifold; quadrant speed control which can be extended to any part of boat; provisions for regulating heat of engine for most efficient operation and many other features that are appreciated by the operator, and which assure satisfactory oil engine performance.

The Red Wing Motor Co., Red Wing, Minn., will gladly send full latest data on any of their engine models on request, and will make recommendations for proper engine and propeller, if the inquirer will advise the size and type boat to be powered and what results are looked for.

Buda Diesel in New Great Lakes Boat

PETERSON Boat Works, Sturgeon Bay, Wisconsin, have under construction a 50 ft. x 14 ft. x $6\frac{1}{2}$ ft. gill net fish tug for Capt. Joseph Cayner, Jr., of Port Washington, Wisconsin.

This new boat is heavily constructed of Wisconsin clear white oak, and will be strictly modern in every respect. The hull is being planked with $1\frac{3}{4}$ in. white oak and ironed off with pure 18 gauge galvanized Ingot iron, from keel to two feet above water line. She will be powered with a 105-125 H.P. Buda full Diesel marine engine, and will be launched about February 1st, complete in all details, ready to cope with the heavy ice and rough seas of Lake Michigan during the late winter.

The Nickel Industry

FROM the annual survey of the nickel industry in 1934 by Robert C. Stanley, President of The International Nickel Co., we quote the following:

"Of special interest is the expanding use of Monel Metal in the fishing fleets, for hold linings as well as for shafts. Due to the service given by a shaft of this type that was put into one boat several years ago, almost the entire fleet of crab boats serving San Francisco was equipped with Monel Metal shafts during this last year.

"Perhaps the most complete coverage by nickel of any industrial field is that in the group of industries preparing, handling and serving foods and drinks. Monel Metal, stainless steel, pure nickel and Inconel have become accepted standards for one or another of a long list of uses which include fishing and oyster boats, dairies, transportation of loose milk, canneries, packing houses, restaurants and hospital kitchens, cafeterias and soda fountains, breweries, wineries, distilleries and bars."

21 Gasoline Engine Models 4 to 150 H.P. and 5 Oil Engine Models 30 to 180 H.P. Write for complete catalog mentioning size of boat, please.

Red Wing Chevrolet
THE MOTOR WITH POWER TO SPARE

Red Wing-Waukegan-Hesselman FUEL OIL engine; 50 H.P. A tremendous success in its field. Light in weight and compact, affording the utmost in economy and safety from fire hazard.

RED WING MOTOR CO., Red Wing, Minnesota, U.S.A.

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TIDE TABLES; FIGURES FOR EVERY HARBOR

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The Rope You Can Trust

Greater strength, easier handling, longer safe working life.

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STERN BEARINGS

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Fish, Boats, Engines, Gear and Supplies

USED BOATS COST LESS IN MAINE

We have them in all sizes and types. Here are a few offerings: Friendship sloops, 27 ft. to 42 ft., \$300 and up. Cabin fish boat, Morse built 1923, 35 ft. x 9 ft. x 5 ft., Kermath powered, try \$650. Cabin fish boat, 30 ft. x 7 ft. 6 in. x 3 ft. 6 in., Kermath powered, all new 1927, \$575, and many others. Reconditioned marine engines, also reverse gears, propellers, etc. Write us as to your requirements. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hildergarde*. One suit used only three weeks. I will sell any part of them. The price is right. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

FOR SALE

125 H.P. 5 cylinder Diesel Marine Engine. Can be seen in operation in Dragger *Ivanhoe* when in port at New York market or Nantucket. Putting in more power in January. Price, \$2500.00. Hathaway Machinery Company, New Bedford, Mass.

LAKE ERIE GILL NET BOAT

Wanted—a good gill net boat for Lake Erie. About 45-55 ft. long, by 11-14 ft. beam. Address E. J. c/o ATLANTIC FISHERMAN, Goffstown, N. H.

COOKTITE PISTON RINGS DISTRIBUTOR

Diesel Engine Repairing and Installing

ATLAS ENGINEERING CO.

12 Commercial Wharf

Boston, Mass.

Pettit Paint Tide Calendar

THE Pettit Paint Co., Inc., of Jersey City, N. J., have sent out an attractive and practical tide calendar.

The illustration depicts a typical marine scene, and the calendar gives the time of high water and low water at Boston, Sandy Hook and Cape Hatteras.



Edward A. Goodick as a fisherman. The landing of this shark was the biggest day's work Eddie ever did.

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO

R. S. HAMILTON COMPANY

On the Boston Market over 30 Years

17 Administration Building Fish Pier, Boston, Mass.

SHERMAN B. RUTH

SHIP CHANDLER

Complete Line of Fishermen's Supplies Including

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HENDERSON & JOHNSON PAINTS

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Complete stock carried on hand at all times

28 Hancock St.

Gloucester, Mass.

TRENHOLM THE "ENGINE MAN"

The Bridgeport—For Medium and Heavy Duty Fishing Work

MODEL A FORD CONVERSION, \$195

The Monmouth—Medium and Heavy Duty

Midshipman II—20 H.P. to 34 H.P.

Converted Marine Motors—30-45 h.p. \$195, 30-50 h.p. \$295,

50-85 h.p. \$395 12 Months' Factory Guarantee

For complete information on these marine engines write

J. L. TRENHOLM

240 Milk Street

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SEED CLAMS

Dug from 20 to 30 feet—clearest, purest sea water to be found on the Atlantic Coast.

Run 1800 to 2500 to bushel. We are booking orders for Spring Delivery. Orders taken care of in order received. Prices subject to market.

Write for details to

WHITE LOBSTER CO., INC.

222 No. Broad St., Trenton, N. J.

39 Shrewsbury Ave., Highlands, N. J.

Goodick Joins Pettit

EDWARD A. GOODICK, who has been connected with the United Sail Loft Co., Inc., of Gloucester, Mass., for the past twelve years, has severed his connection with that firm, and has joined the sales force of the Pettit Paint Co., Inc., of Jersey City, N. J., for whom he will cover Massachusetts, paying particular attention to the marine field and the fishing trade.

Mr. Goodick has had a wide experience in the building, reconditioning and outfitting of fishing vessels, and thoroughly understands the paint problems of boat owners and operators.

For the past seven years, Mr. Goodick has served the ATLANTIC FISHERMAN capably as Gloucester correspondent and local representative.

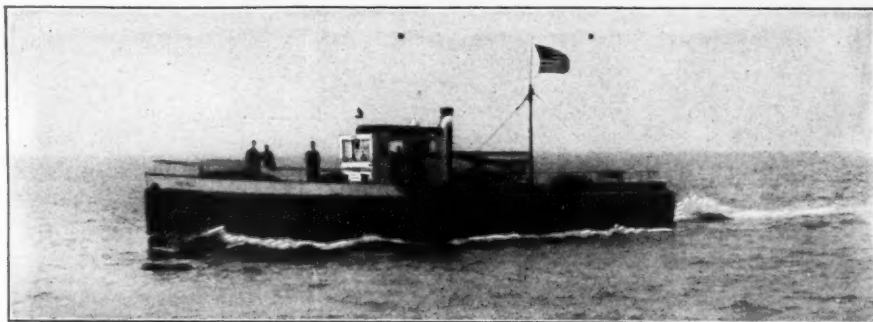
Atlas Parts in Gloucester

THE Atlas Imperial Diesel Engine Co. now has a stock of repair parts at the Producers Fish Co., Gloucester, Mass., for the convenience of owners of Atlas engines along the New England coast.

Rapp-Huckins Handling Superior

RAPP-HUCKINS Co., Inc., 138-142 Beverly Street, Boston, Massachusetts, are now acting as New England dealers for Superior Marine Diesels, and also handling the stationary line in Northern New England. They have a very attractive display of The National-Superior Company's products at their showrooms, including a 90 H.P. engine with reverse gear and a 160 H.P. direct reversing engine.

WOLVERINE



Party Fishing Boat "VIKING" of Amagansett, L. I., N. Y.
75 ft. x 13 ft. 8 in. x draft about 5 ft.—Speed 12 knots
100 H. P. 4-cylinder 4-cycle "WOLVERINE-DIESEL" Engine

Positively Reliable, Simple
in Operation, and Cheap
in Maintenance.

These are the features that appeal
to the fisherman and
The "WOLVERINE" has them all.

Write us for
Catalog No. 135 and Proposal

Wolverine Motor Works, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

WHITLOCK WATERFLEX CORDAGE



The Utmost In Rope Value

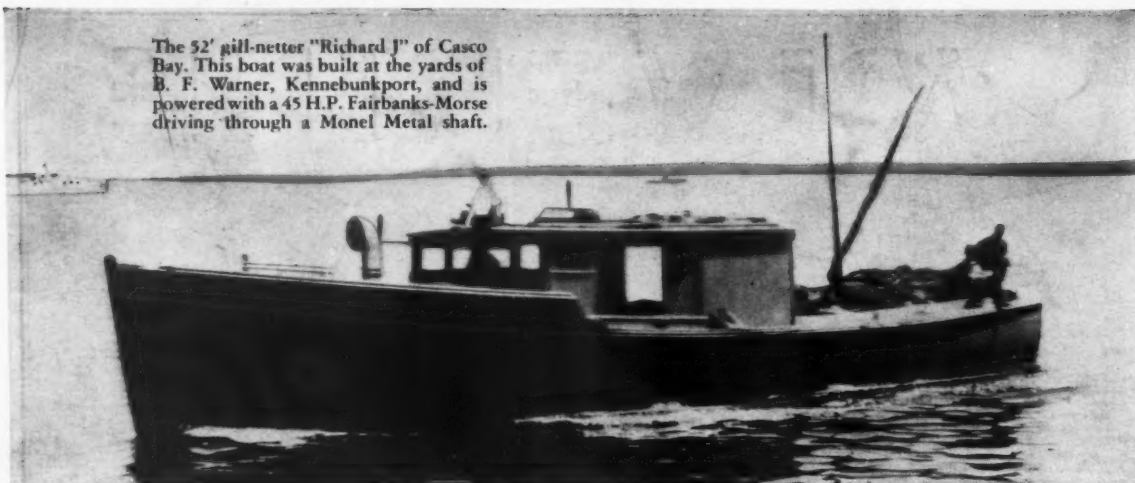
WHITLOCK CORDAGE COMPANY

46 South Street
New York



226 State Street
Boston

The 52' gill-netter "Richard J" of Casco Bay. This boat was built at the yards of B. F. Warner, Kennebunkport, and is powered with a 45 H.P. Fairbanks-Morse driving through a Monel Metal shaft.



"One of the BUSIEST GILL NETTERS in Casco Bay!"



DOWN EAST fishermen are noted for hard work and few words. So when you hear reports that Capt. Einer Johnson is known up and down the Maine coast as a man who brings in full cargoes if there are fish to be caught, it's worth looking for the reason.

The 52 foot "Richard J" was built at B. F. Warner's boatyard at Kennebunkport. Built to cope with the swift tides that thunder into those Maine coves and bays, bringing with them all manner of floating debris.

But no matter what they stir up, none of it is likely to do serious damage

*That's the good reputation of the
"Richard J" . . . earned by
the help of her propeller-shaft of
dependable Monel Metal*

to the Monel Metal propeller shaft of this staunch craft. Monel Metal is noted as being stiff and strong, able to stand blows that would hopelessly "spring" ordinary shafts. And in addition, Monel Metal is untouched by rust or corrosion from salt water, and polishes in to such a mirror finish, after a few weeks' use, that wear at the bearings is re-

duced to a mere fraction.

While you're thinking of Monel Metal, consider its usefulness for fish-hold linings and galley trim. After one or two replacements of other material you'll understand their economy, too.

Write for details.

THE INTERNATIONAL NICKEL
COMPANY, INC.

67 WALL STREET NEW YORK, N. Y.

Monel Metal is a registered trade-mark applied to an alloy containing approximately two-thirds Nickel and one-third copper. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.



Monel Metal

Printed in U. S. A.
Lew A. Cummings Co.
Manchester, N. H.

